VOL. LXI
NO. 1

YACHTING

JANUARY
1937

Contents

"YACHTING'S" THIRTIETH ANNIVERSARY . . 46

MODERN STOCK CRUISERS. *By Rufus G. Smith* . 53

THE WORLD'S YOUR OYSTER! *By Frederic M. Gardiner* 57

THE FOURTEENTH ANNUAL PACIFIC COAST REGATTA. *By Sherwood Hall* 60

BOTH "ENDEAVOURS" TO CROSS THE OCEAN. *By Arthur Lamsley* 62

THE MOTOR SAILER. *By Charles H. Hall* 63

NOTABLE OCEAN PASSAGES UNDER POWER. *By Alexander Crosby Brown* 65

CAT CAY, A FISHERMAN'S PARADISE 70

AEOLUS BLOWS THE FOG AWAY. *By Charles Lane Poor* 71

TRENDS IN YACHT INTERIORS. *By Harry S. Richardson* 74

THIRTY YEARS OF MARINE ENGINE DEVELOPMENT. *By George F. Crouch* 76

THREE MEN AND A BOAT. *By Roland Barker* . . 78

NEW ENGLAND'S SOUTH SEAS — PART II. *By George M. Sheahan, M.D.* 82

THE MONTH IN YACHTING 84

1936 — A BIG YEAR IN FISHING. *By S. Kip Farrington, Jr.* 87

UNDER THE LEE OF THE LONGBOAT. *By "Spun Yarn"* 89

A PRESENTATION OF BOATS, ACCESSORIES, ENGINES AND EQUIPMENT 101

Mildred Bright

At the Moorings

YACHTING, published monthly at 10 Ferry Street, Concord, N. H., by Kennedy Brothers, Inc.; Editorial, Circulation and Advertising Offices, 205 East 42nd Street, New York, N. Y. John Clarke Kennedy, *President;* James C. Kennedy, Jr., *Vice-President;* Earle D. Grimm, *Secretary and Treasurer.* Subscription price, $4.00 a year; single copies, 35 cents; foreign subscription, $5.00; Canadian subscription, $4.50. Changes of address must reach the Circulation Offices four weeks before they are to be effective; old and new addresses must always be given. Entered as Second Class matter at the Post Office at Concord, N. H., under Act of March 3, 1879. Copyright, 1937, by Kennedy Brothers, Inc. Title registered U. S. Patent Office. European agent: The International News Company, Ltd., Bream's Building, London, England.

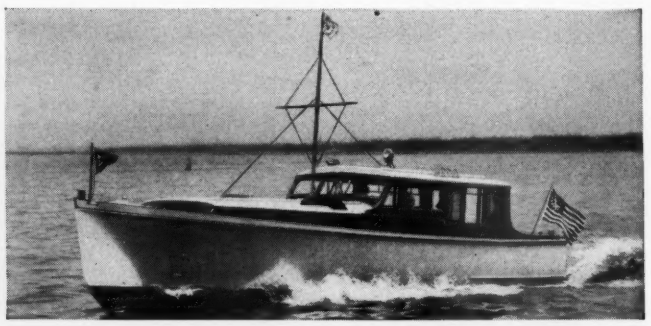
ELCO LEADS AGAIN

Experience is what counts. And Elco has it. The experience, the unmatched skill that come from 45 years of continuous boat-building leadership.

It shows in every single boat in the 1937 Elco Fleet . . . in the completely new 53′ and 30′ designs . . . in the new, improved models of Elco's other famous cruisers. These new Elcos are modern as tomorrow—but their smartness, their

New Elco 53′ Motor Yacht. A super-luxurious, "fairlined" twin screw yacht . . . combining the economies of standardized construction with Elco's custom quality of workmanship and appointments. Her magnificently spacious accommodations include owner's double stateroom and lavatory, two single staterooms and guest lavatory aft; two divan berths in deck saloon; quarters for two crew forward. With all controls on the flying bridge, the deck saloon becomes a light, airy, spacious pleasure spot. The sun-swept foredeck and extra-roomy cockpit aft (protected by a permanent awning) offer unusual lounging space. Write for prices.

Elco 48′ Motor Yacht. One of the most amazing values ever offered by Elco. A superbly modern twin screw motor yacht . . . with three separate cabins below decks which, with deck-house divans, sleep 6. Quarters for 2 crew. Unusual sunshine space fore and aft, with wide, safe side-decks. Also available in "Commuter" design.



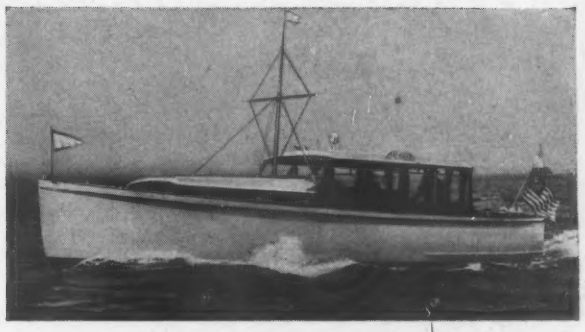
Cruisette 41 (Custom Model). A beautiful, big cruiser . . . with exceptional accommodations. Owner's cabin and convertible deck cabin sleep 6 to 8. Separate cabin with toilet forward for guest or skipper. Safety bulwarks and overhead ventilation are new 1937 features. Also available in Twin Cabin, Double Cabin and "Angler" Models.

605 V.61-62

IN 1937

advances in design, their new features, all grow out of sound experience.

You want genuine seaworthiness. Comfort. Enduring quality. Performance. Elco gives you them all in fuller measure than any other builder —for none can match the pioneering achievements, the years of experience and the present-day skill of The Elco Works.



Cruisette 38 (Custom Model). There is no finer sea boat on the market, yet this husky cruiser is easily handled by her owner. The 1937 model offers new features and refinements, including a bigger aft cockpit and safety side-deck bulwarks. Sleeps 6 to 8 in forward and convertible deck cabins. Unusual locker and stowage space throughout. Also available in Standard, Twin Cabin and "Angler" Models.

New Elco Marinette 30. Another triumph of Elco design! . . . offering "big cruiser" comfort and performance in a small cruiser that is unusually easy and economical to maintain and operate. This new 30′ cruiser is of the raised-deck type, trim and sporty in appearance. Her beautifully proportioned, round-bottom hull gives her remarkable seaworthiness for her length. Forward is a roomy cabin, sleeping four, galley and lavatory. Aft is a fine, open cockpit (11¾ by 8 feet), with protected steering position and a permanent awning extending part way to the stern. An ideal boat for short or extended cruises. Write for prices.

Cruisette 32 (Custom Model). The newest model of the world's most famous smaller cruiser. She sleeps 6 to 8 in two separate cabins, and brings you such famous Elco features as "Vibrationless Power", Sound-Proofing, etc. Also available in Day Boat, Standard and "Angler" Models.

Elco

Permanent Showroom:
PORT ELCO
113 East 46th Street
(at Park Ave.), N.Y.C.

•

Plant and Marine Basin:
THE ELCO WORKS
Bayonne, N. J.

See these new 1937 Elcos on display at Port Elco or write for illustrated literature and price list.

"Yachting's" Thirtieth Anniversary

Reproduction of the cover of the first issue of "Yachting," January, 1907. The original was in full colors

Launching a Magazine Devoted to Those Who Follow the Sea for Pleasure

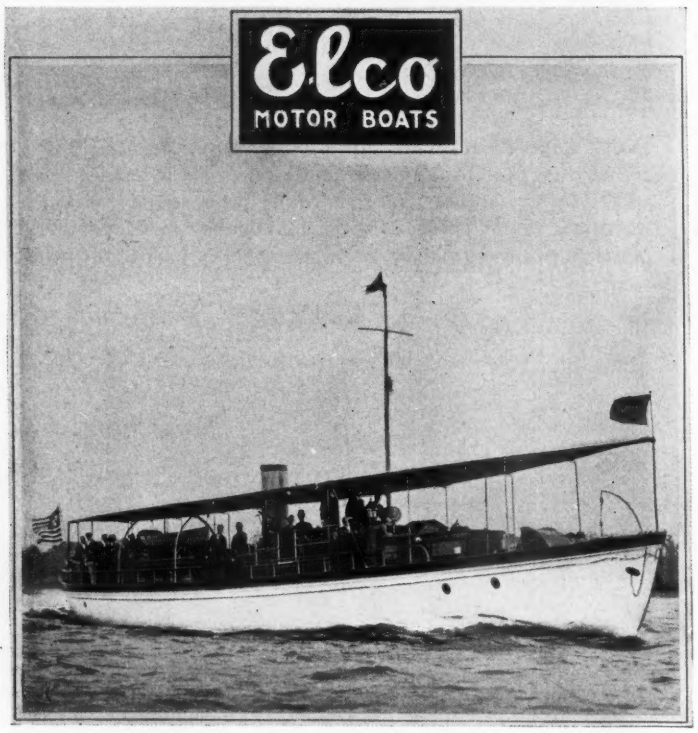
THIRTY years ago this month the first issue of YACHTING made its appearance. With the December number, we thus completed our thirtieth year of uninterrupted publication in the interest of those who follow the sea for pleasure and recreation.

At the time the first number made its appearance it took both vision and optimism to launch a magazine devoted entirely to the sport of sailing and motor boating. Sailing was not as well organized as it now is, and racing was confined to certain localities on the Atlantic seaboard and the Great Lakes. Motor boats were in their infancy and had not yet taken their place in the picture that they occupy today. Auxiliary power for sailing yachts was still in the experimental stage. The industry that supplied the needs of those who followed the sport of boating was limited both in size and in resources. There were but few builders of stock boats, and the internal combustion engine was still largely in the early development stage. Several attempts to start magazines for the amateur boatman had sunk before the voyage was fairly under way. Only one was afloat at the time, and it had been through many vicissitudes in spite of its able editing by Thomas Fleming Day.

Yet in spite of these known facts, the venture made a strong appeal and promised much in the way of interest, even if little immediate financial profit. It was in this spirit that the backers and the staff launched the undertaking, with faith in the ultimate growth of the sport which the gasoline engine, even then, promised. They felt that "there was need for a magazine devoted solely to the interest of those sailors who followed the sea for pleasure — a magazine edited for the reader as distinct from a 'trade' journal, one that would reflect the spirit of the sea and preserve its traditions, that advocated participation in the sport for the pleasure to be derived from it rather than as a means of gain or the desire to win. These were brave ideals, but if they could be carried out they would, it was felt, appeal to those who, deep in their beings, had the love of the sea and the desire to get afloat. Our heritage being what it is, most of us still feel the urge of the sea and ships."

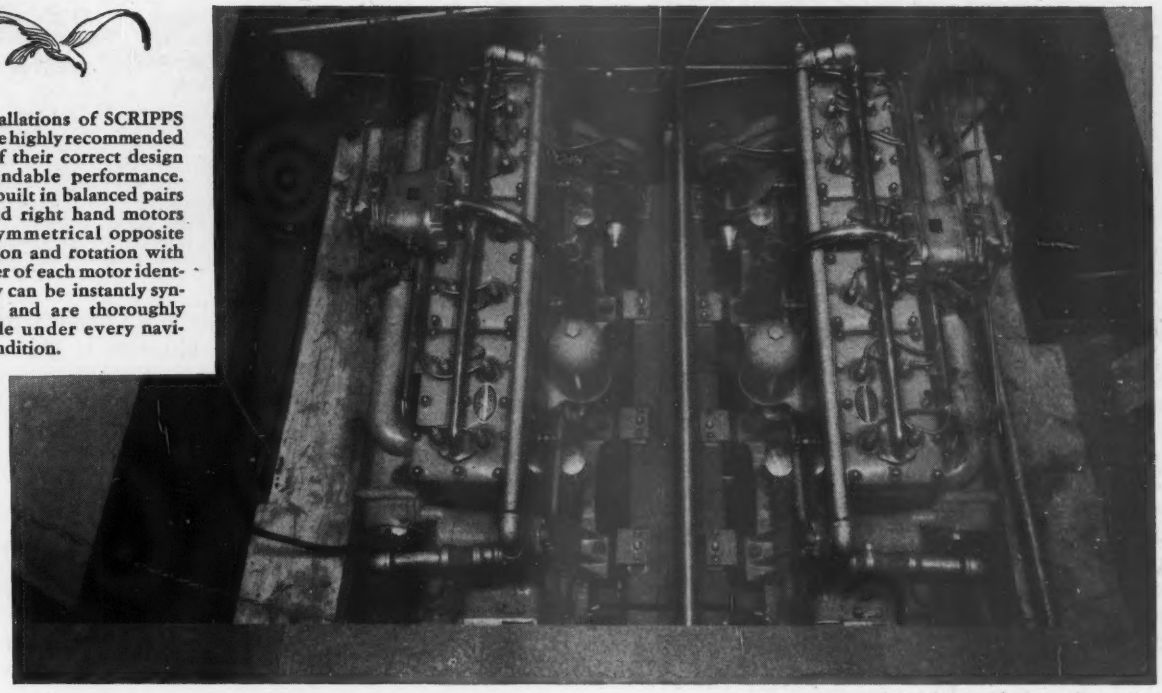
In the thirty years since these aims were set forth in the first issue we have tried to live up to the standard imposed. The result has sometimes fallen short of the mark; often we have been far from satisfied with what has been achieved. We have had our spells of fair weather and of foul. Often the winds have been ahead and the sea rough, but always we've been able to keep the ship on her course. And if what has been achieved in these thirty years, as exemplified by the magazine as it exists today, has helped to make possible the urge to get afloat, thirty years of publication have had their justification.

Whatever measure of success has been achieved has been made possible only through the loyal support of our readers, the active yachtsmen of the country, and of our advertisers whose help has enabled us to make the magazine what it is. Many of these readers and advertisers have stayed with the magazine continuously throughout the thirty years. To them we owe much.



An advertisement of the Electric Launch Company, in the first issue of "Yachting," featuring the "Dixie," 93 feet long, one of the first yachts of large size to be equipped with two gasoline engines. She made trip from New York to Galveston on her own bottom, which was considered something of a feat in those days

Twin installations of SCRIPPS engines are highly recommended because of their correct design and dependable performance. They are built in balanced pairs of left and right hand motors of true symmetrical opposite construction and rotation with firing order of each motor identical. They can be instantly synchronized and are thoroughly dependable under every navigating condition.



Rubber mounted installation of SCRIPPS Models 202-203, 210 h. p. each in a Matthews "50" Sport Sedan Cruiser.

One for You

AMONG OUR MORE THAN FIFTY MODELS

Scripps The 1937 SCRIPPS are the enthusiastic preference of people who know boats and engines. With their wealth of new extra-value features SCRIPPS motors deserve your first consideration if you want the most in boating enjoyment.

Never were SCRIPPS engines so highly developed as they are today. They have everything—more patented and exclusive features—more improvements—more refinements. They are built to stand more punishment—give better, smoother, more economical performance—and their price is so reasonable that one cannot afford not to own a SCRIPPS.

Important new developments make SCRIPPS the sensation of the year —*suspension type rubber mountings* are now available on every model—*new type pistons* with *improved oil control rings* assure greater oil economy and longer life—*reverse gears* have been redesigned for greater ease of operation—*cylinder heads* have been greatly modified to obtain higher power output and greater fuel economy.

All these startling innovations are in addition to the sound applied principles which have gained for SCRIPPS its recognition of leadership; a position maintained for over 30 years.

Decide, NOW, to inquire into these outstanding merits of SCRIPPS engines—Let us tell you, NOW, how faithfully they serve owners of boats like yours—how economical they are to operate and maintain—in what way a SCRIPPS power plant will serve you best while giving you the greatest possible satisfaction and pleasure.

Write for our new 1937 literature on the engine that will suit your requirements best. Give essential details—length, type of craft, speed desired or horsepower needed.

SERIES F4—25 to 81 h. p., 4 cylinders; Bore 3¾"; Stroke 5"; Piston displacement 220 cu. in. Medium speed, 25 to 53 h. p. High speed, 65 to 80 h.p. $650. Reduction gear $120 extra.

SERIES F6—48 to 120 h.p., 6 cylinders; Bore 3¾"; Stroke 5"; Piston displacement 331 cu. in. Medium speed, 48 to 81 h.p. High speed, 106 to 120 h.p. $950. Reduction gear $120 extra.

SERIES 150—75 to 169 h. p., 6 cylinders; Bore 4¼"; Stroke 5¼"; Piston displacement 447 cu. in. Medium speed, 75 to 120 h. p. High speed, 143 to 169 h.p. $1500. Reduction gear $225 extra.

SERIES 160—90 to 166 h. p., 6 cylinders; Bore 4½"; Stroke 5¾"; Piston displacement 548.4 cu. in. Medium speed, 90 to 122 h. p. High speed, 141 to 166 h. p. $1650. Reduction gear $225 extra.

SERIES 170—100 to 186 h.p., 6 cylinders; Bore 4¾"; Stroke 5¾"; Piston displacement 611.4 cu. in. Medium speed, 100 to 140 h.p. High speed, 164 to 186 h.p. $1925. Reduction gear $225 extra.

SERIES 200—114 to 212 h. p., 6 cylinders; Bore 5"; Stroke 5¾"; Piston displacement, 677.4 cu. in. Medium speed, 114 to 153 h.p. High speed, 182 to 212 h. p. $2090. Reduction gear $225 extra.

SERIES 300—146 to 304 h. p., V12 cylinders; Bore 4¼"; Stroke 5¼"; Piston displacement, 894 cu. in. Medium speed, 146 to 210 h. p. High speed, 242 to 304 h.p. $3000. Reduction gear $225 extra.

SERIES 40, 50—V-8, 32 to 95 h. p., Vee type 8 cylinders; 90 degree angle, Bore 3 1/16"; Stroke 3¾"; Piston displacement 221.07 cu. in. Weight 600 lbs. $400. Reduction gear $130 extra.

SERIES 60, 70—V-12, 45 to 110 h. p. Vee type, 12 cylinders 75 degree angle; Bore 2¾"; Stroke 3¾"; Piston displacement 267 cu. in. Weight 750 lbs. $850. Reduction gear $140 extra.

Rubber mountings available on all models—Prices f. o. b. factory.

Scripps MARINE ENGINES

4, 6, V-8, V-12 Cylinders
25 to 300 horsepower
for every type of boat 15 to 90 feet

SCRIPPS MOTOR COMPANY, 5833 LINCOLN AVENUE, DETROIT, MICHIGAN

Welcome to Onset Bay

MEMBERS of the Onset Bay (Mass.), civic body wish to call to attention of yachtsmen the improvements which have recently been effected in the Bay. Possessed of one of the best harbors near the western end of the Cape Cod Canal, a newly-dredged ship channel (15 feet deep at mean low tide) connects with the anchorage basin. This basin has been enlarged to accommodate more than one hundred boats.

A new public pier, said to be one of the best in Massachusetts, is located at a point convenient to the center of town. Here, free water is available to pleasure craft. A number of boat building, repair and machine shops are located within the town, for the convenience of those requiring their services.

It is reported that special regulations regarding the use of speed boats within the Bay have been drafted, and that means will be taken to see that they are strictly enforced. This fact, coupled with those mentioned and the new channel markings which will be ready next season, should influence many yachtsmen to put into this attractive bay when cruising in the vicinity.

\+ + +

International Racing for Six- and Eight-Metre Yachts

According to Philip J. Roosevelt, president of the North American Yacht Racing Union, invitation has been received from Admiral G. Pietro Lodolo, president of the Royal Italian Yacht Club, Genoa, Italy, to all owners of American Six-Metre and Eight-Metre yachts, to enter the international races to be held at that city, February 22nd to March 7th. Competition for the Italian Cup and the Duca Degli Abruzzi Cup in the Eight-Metre Class, and the Tirreno Cup and other trophies for Six-Metre yachts, will be included in the various events scheduled. The Tirreno Cup is for competition between teams of two yachts from each nation. Races for the International Star Class will also be held, that class being invited to enter and compete. Challenges or entries should be addressed to the Secretary, Royal Italian Yacht Club, Genoa, Italy.

Kenneth Trimingham, of the Royal Bermuda Yacht Club, suggests the second week in April for the sailing of the Prince of Wales Cup races. The Prince of Wales Cup is sailed annually between American and Bermuda Six-Metre yachts and is awarded to the boat having the highest point score in a series of races held under Royal Bermuda Yacht Club auspices. It was won last spring by Eldon Trimingham, sailing his new Aas-designed Six-Metre *Saga*.

Yachting Calendar

Sail

January 2 — Sugar Bowl Regatta, Southern Y. C., Lake Pontchartrain, New Orleans.
February 7 — Carnival Regatta, Southern Y. C., New Orleans.
February 9 — Fourth Annual Miami-Nassau Race, Miami, Fla.
February 19–22 — Eleventh Annual Mid-Winter Regatta, Los Angeles.
March — Antonia Trophy, World's Championship Moth Boat Races, Melbourne, Fla.
March 15 — Lipton Cup Race, Miami, Fla.
March 27 — St. Petersburg-Habana Race, St. Petersburg, Fla.
June 27 — New London-Gibson Island Race, Gibson Island Yacht Squadron, Md.
July 4 — Honolulu Race, San Pedro, Calif.
July 23–24 — Fourteenth Annual Regatta, Edgartown Yacht Club, Edgartown, Mass.
July 30 — Channel Race, Royal Ocean Racing Club.
Aug. 7 — Fastnet Race, Royal Ocean Racing Club.
Aug. 10, 11, 12 — Inter-Lake Regatta, Put-in-Bay, Ohio.
Aug. 16 — Benodet Race, Royal Ocean Racing Club.

Power

March 19–21 — Midwinter Regatta, Miami, Fla.
May 30 — Free-for-all Race Around Absecon Island, Atlantic City, N. J.
July 10, 11 — Seneca Lake Regatta, Geneva, N. Y.
July 17, 18 — Watkins Glen Yacht Club, Watkins Glen, N. Y.
July 24, 25 — Amsterdam Regatta, Amsterdam, N. Y.
September 6 — Gold Cup Races, Detroit, Mich.
Feb. 13, 14 — Motor Boat Regatta, New Smyrna, Fla.
Feb. 20, 21, 22 — Motor Boat and Sailing Regatta, Palm Beach, Fla.

Schooner "Chiva" Sails for New Guinea

With its object an ethnological study of the Papuans, the 65-foot schooner, *Chiva*, Frederick E. Crockett, of Boston, commanding, recently slipped her cables in New York's East River. She was laden with trinkets and toys to be traded for friendship with the natives of Dutch New Guinea.

Itinerary of the *Chiva* calls for a stop at Jamaica, where Mrs. Crockett and Mrs. Marion Lowndes, the writer, will board ship. Thence, the expedition will head through the "Hole-in-the-Wall" to the Pacific and, eventually, to the South Seas. The expedition is being made in conjunction with the Philadelphia Academy of Natural Sciences. Members of the staff include: Navigator George S. Adams of New York; zoologist Edward E. Goodale of Ipswich, Mass.; Charles Smith of Gloucester, Mass.; ship's cook Doane Nickerson of Gloucester, Mass., and a paid hand.

Captain Crockett is a graduate of Harvard and former dog-team driver in the Antarctic with Admiral Byrd. He expects the expedition to require about a year and a half.

\+ + +

Need for Surplus Boats and Motors Voiced

The Marine Patrol of the Life Saving Service, City of New York, which is to be enlarged next season, is in need of small power boats and outboard motors. Anyone owning surplus boats or motors for which they no longer have a use will be doing this worthy organization a good turn by communicating with Commodore Augustus G. Miller, Suite 579, Chanin Bldg., New York City. The directors of this old volunteer organization state that any donated boats will be carefully reconditioned and that they will bear the donor's name as long as they remain in commission.

\+ + +

Plans for Auerbach Memorial Race

In memory of his father, the late Judge Emil Auerbach, S. Mortimer Auerbach, of Atlantic City, N. J., has announced a grand free-for-all motor boat race around Absecon Island, Memorial Day, May 30th. The race will be 22.6 miles in length, over inland and ocean waters around the isle on which stands the famous resort. Starting at the Steel Pier and roaring away in a southwesterly direction for about seven miles under open ocean conditions, the contestants will cut sharply to starboard around the stone jetties of Longport, and thence thread their circuitous way through a maze of back-waterways, canals and inlets, back to the Steel Pier.

To the winner will be awarded the perpetual Judge Emil Auerbach memorial trophy, valued at $5000, and a gold medal for permanent possession. The race is not limited to boats of a certain piston displacement, being, instead, wide open to both inboards and outboards. Famous drivers and their boats will be invited to participate.

Sanction has been given for the race by the A.P.B.A., and the coöperation of the Atlantic City Chamber of Commerce, the Absecon Island Yacht Club and the management of the Steel Pier is assured.

\+ + +

Eighth Annual Chicago Boat Show

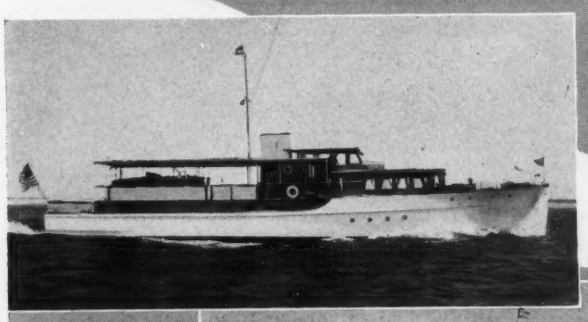
The famous Navy Pier, stretching half a mile into the blue of Chicago's Lake Michigan, will again be the focal point for mid-western yachtsmen and sports lovers during the Chicago National Boat and Sports Show, February 28th to March 7th, inclusive. In general character, the Show will resemble those of recent years, presenting rows of boat, engine and sporting goods exhibits. But, according to Hubbard Erickson, who has managed the exhibition since its inception, owing to the fact that the forthcoming Show will be held much earlier than usual, outdoor events will be eliminated.

In addition to displays of sporting equipment, the Show will make available many interesting exhibits of wild life, each adapted to the mid-western region which is its natural habitat. The boat division of the Show will display all types of inboard and outboard powered boats, cruisers, runabouts and sailing craft.

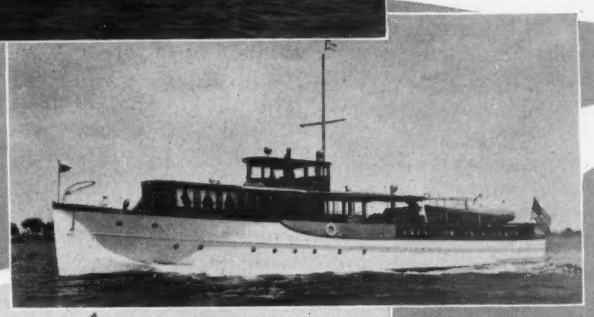
Presenting THE GREATEST SINGLE ADVANCE EVER EFFECTED IN THE DEVELOPMENT OF MODERN DIESEL MARINE ENGINES

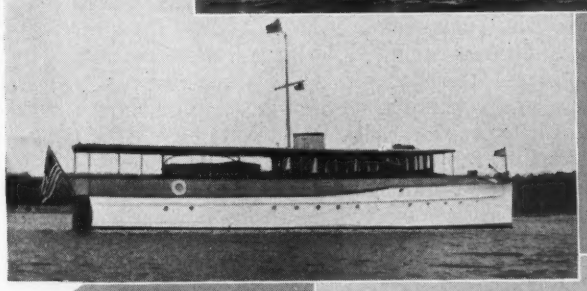
Winton's Unit Fuel Injection System

Economy
Dependability
Precision
Compactness
Efficiency

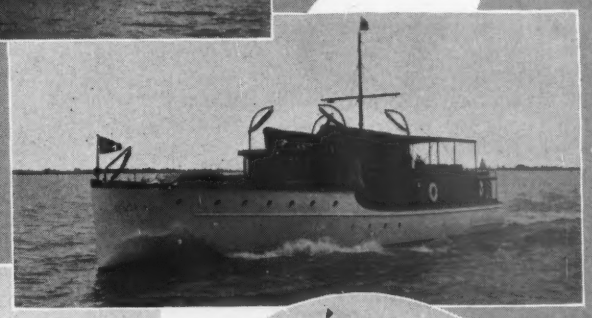


Consort IV, 90 feet long. Owner, T. Munroe Dobbins



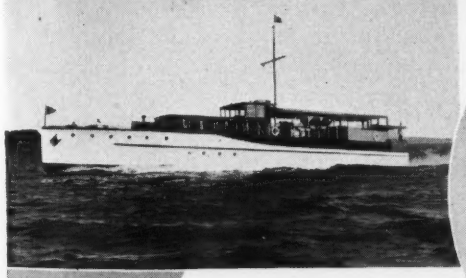


All Alone. Length, 95 feet. Owner, George W. Codrington

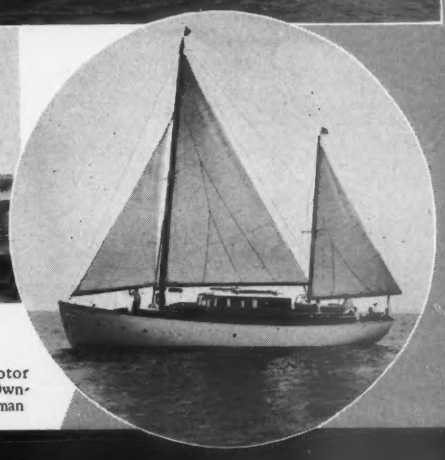


Helen H. Length, 74 feet. Owner, E. A. Hughes

Alma F, 75-foot yacht owned by Alfred J. Fisher



Gem, 101-foot yacht owned by William Ziegler, Jr.



The 65-foot motor sailer, *Devshir*. Owner, Louis E. Emerman

Winton's unit fuel injection system, the greatest single advance ever effected in the development of the Diesel engine, is now available in our latest marine units. This brilliant engineering achievement, by permitting the successful application of Winton-Diesel engines to high-speed streamlined trains, effected revolutionary changes in rail transportation. Now this epoch-making fuel injection system is presented in engines designed especially for pleasure craft and is repeating its railroad triumphs in the marine field. The illustrations show a number of the outstanding yachts utilizing this new Diesel refinement. Winton-Diesel engines displayed at the National Motor Boat Show, Grand Central Palace, New York City, embody this engineering advance. You are cordially invited to inspect these units.

Winton Engine Corporation, Cleveland, Ohio, U. S. A.

IN THE WIND

BRIGHT thought for the month: The Treasury Department offered Absecon Lighthouse, Atlantic City, for sale . . . Quoth Keeper Knut Hansen, "Nobody needs a lighthouse here anyhow. The town is lighted up like a birthday cake all night . . ."

Ah, there, Mr. Hansen. Did you ever try to take cross bearings on a couple of night clubs?

Unsung, unhonored by the presence of a race committee or starting gun was the annual regatta which saw more than a hundred gallant barges, windmills whirling in the breeze, in a race against ice from the barge canal to the majestic, if slightly turgid, Hudson . . . What a broadcasting opportunity for Cameron King!

For a change (a welcome one), a lone navigator has been picked up by the police instead of the Coast Guard . . . Frank Kellerman, hospital disorderly, planned to winter in Florida, proceeding thither in an ancient lifeboat which he had equipped with an outboard motor, stove, typewriter, plethora of medical supplies . . . He hadn't gone through the formality of purchasing either his argosy or her cargo.

Reason why so many fish being taken in the vicinity of Cape Cod have been found suffering from black eyes and busted schnozzles was produced by Manuel Enos, of Hyannis, commanding

dragger *Serafina*. It's the "club fish," which the mariner insists packs a wallop that's fairly stunning . . . Not long ago Captain Enos hauled in a battling cod which he christened "Jack Dempsey" . . . That icthus was charged with overturning dories, snapping at the heels of the crews as they swam for their lives.

It has always seemed remarkable to me that Joseph Conrad mastered the English language so completely as to express himself in it more gracefully and significantly than any other writer in his generation. No other tongue boasts more inconsistencies, more exceptions to rules. Consider, for instance, "homesickness" and "seasickness."

The natural impulse of the hard-bitten frostbiters to let capsized competitors drown or freeze or both, has been cruelly frustrated in the case of the Larchmont Yacht Club whose dinghy committee, commanded by John Dickerson, Jr., has made it mandatory that boats in the vicinity of one overturned proceed to the rescue of the crew . . . Hereafter Richards Vidmer who went bottom up with Everett Morris in a Manhassett Bay regatta and despaired of rescue for a glacial *quart d'heure* had better hug the New York shore when he ventures into the dunkies.

Dick Randall of the Gibson Island Club Ocean Race Committee is reported already engaged on extravagant plans for the reception of the racers. He's afraid there may be another of those tantalizing light weather beats up the Chesapeake Bay and wants the boys to be assured beforehand that the finish will be the start of an incomparable celebration. I hope I'm not committing him to too much. He'll be doing all right if his committee can match the hospitality of the RBYC.

Bruce and Sheridan Fahnestock, from that Tahitian limbo where you steer by dreams, remark they've read a lot about the unfitness of deep sea vagabonds and their little ships but that those they've encountered have without exception appeared competent and able. . . . Certainly one can't justifiably point the digit of scorn at any man and boat combinations which, no matter how haphazardly, have arrived somewhere. . . . But they, of course, are the survival of the fittest. These blokes who never get off soundings after a fanfare of publicity are the scourges that seem to deserve a counterblast of ridicule. . . .

"Lo, all the pomp of yesterday is one with Nineveh and Tyre."

It looks to me as if the traditions of the Empire had begun sinking with the gallant old *Britannia*. . . . And, by the way, did you notice that that sleek yacht *Sister Anne* which the press persisted in describing as waiting at a certain dock in Cannes "with steam up" was very evidently, from her pictures, a Diesel-powered vessel? . . .

It's about time some presumptuous free lance yachtsmen quit thumbing rides from the Corinthians and joined that organization before seeking to avail themselves of its privileges.

The Skipper and I agreed on one thing the other day — that Jeff Davis, the genial Providence journalist, is the dean of yachting reporters and spins a yarn second to none in texture and reliability.

I nearly went into stitches when I got an invitation to join the Corinthians' Sewing Circle . . . Only to discover it was a serious project, not for instruction in darning sox but in mending sails . . . Pres Wilson graciously contributed two of his crack sailmakers as mentors . . . Remarked the radiant *New York Sun*, "Just how

expert the supervision will be is indicated by the fact that one of the instructors was formerly a square rigger — a rating next only in importance to the officers and the boatswain . . ."

Said Ted Delano, dapper Corinthian-imater, "Just goes to show the Corinthians never do things by halves."

Restless Paul Rust paused only long enough in New York to 'phone as to the possibilities of acquiring a compatible gentleman adventurer here to join him and others in *Sewanna*, bound for southern waters and the West Coast *via* the Canal. . . . Had there been a volunteer he would have had to make a pier head jump. . . . Funny how many chaps there are who, visualizing such an opportunity wistfully, assert they'd "go in a minute" only to find when it confronts them that they couldn't escape in a lifetime. . . . Imponderable but passing strong are the bonds of subtle intangibles. . . . And then, again, many of us come at last to realize we prefer to venture vicariously.

YACHTING's editors are rightly supposed to be nautically omniscient, and as such are consulted as oracles. But the lady on the staff of the lately reincarnated *Life* asked the unanswerable when she inquired about a photograph of the *Nahlin* in which there were "two flags part way up one of the masts." She wanted them identified and interpreted. That's all.

British schooner *Jean F. Anderson* was a floating barnyard until the deep took its toll of her lively livestock to the number of four horses, eight cows, fifty hogs and a flock of chickens. A farmer boy must have felt at home in her.

No "rambling wreck from Stevens' Tech," I trust, is the model from which the new defender is being built . . . Tests were made in fresh water and the proceedings taken without a grain of salt by such seasoned nauticians as Bob Bavier, Harry Maxwell, B. K. Sharp.

TELLTALE

SOCIALLY-AMERICA'S FIRST MOTOR CAR

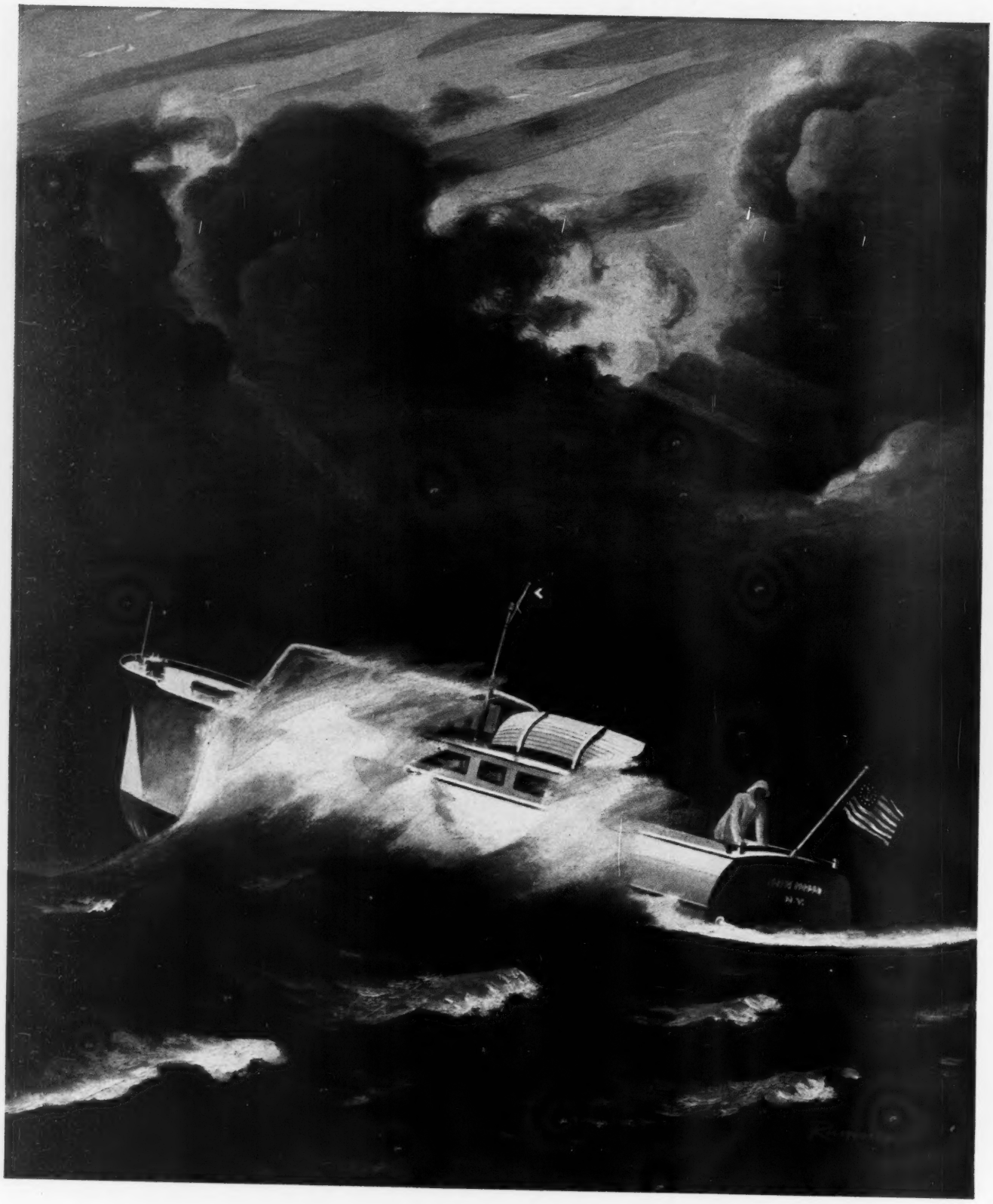
THE INTERNATIONAL HORSE SHOW AT MADISON SQUARE GARDEN, NEW YORK

From coast-to-coast, wherever sport and fashion meet you will see more people who own and drive large Packards than any other fine car.

PACKARD

THE TWELVE
THE SUPER·EIGHT

ASK THE MAN WHO OWNS ONE



Squally Weather

From a Painting by John D. Rumney

YACHTING

Volume LXI JANUARY + 1937 Number 1

Off for a holiday voyage in a standardized cruiser, a 32-foot double stateroom Chris-Craft

Modern Stock Cruisers

With Some Thoughts on Selecting the Boat Which Best Meets Your Requirements

By RUFUS G. SMITH

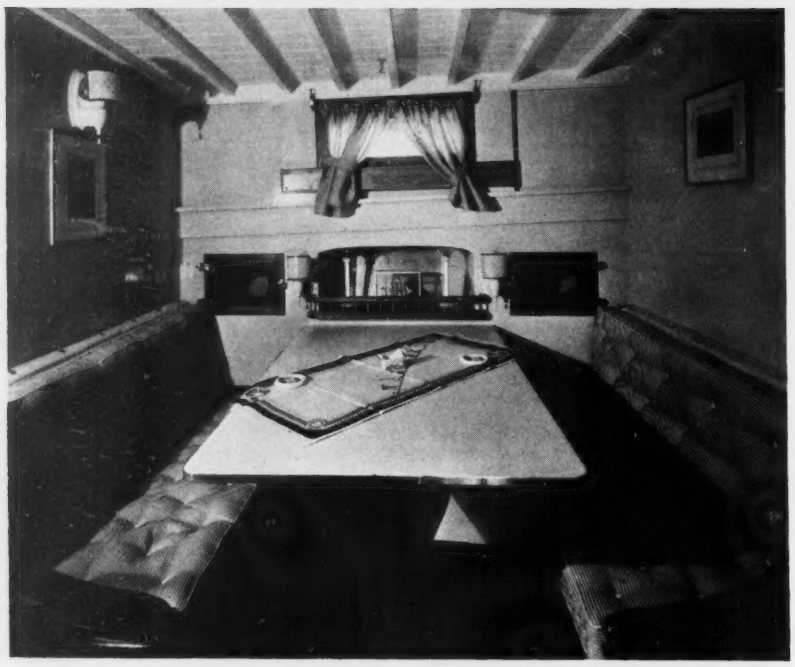
WITH the great number and variety of stock cruisers between 26 and 50 feet over all length available today, the requirements of almost every one interested in a small power cruiser can be satisfied somewhere along the line. But it's a long jump from the highly polished boat on the show room floor or at the Grand Central Palace in January to the same boat on your vacation cruise next August, and the job of selecting the boat *best suited* to each owner's particular requirements is, if anything, now more complex than ever before. It's surprising how little some of the things which seem so important when buying a boat really add to your pleasure when you get afloat, and how much some of the others, which you might have had in another boat or in the same hull with another layout, could mean.

Thanks to boat shows and stock cruisers, there is now every opportunity to look before you leap; but, by the same token, it is important not to be carried away too quickly by the enthusiasm of the moment. If you are not careful, you may find yourself saddled with a sport fisherman, with pulpit, outriggers and a fish well, without stopping to consider that your boat will be moored several hundred miles from all but a few dull bottom fish; or you may be under the spell of a fine, big, open cockpit, forgetting that every one of your guests last season scurried below every time a drop of spray blew in over the side or sought the shade of an awning on sunny days.

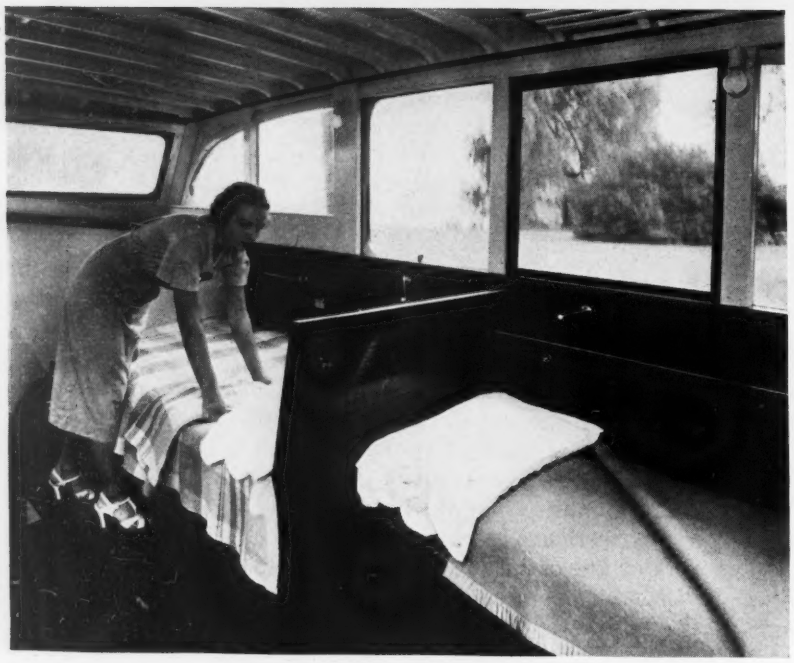
The tyro is certain to run into difficulties in direct proportion to the degree of his inexperience and the number of friends who attempt to advise him. The man who has owned one or more boats in the past, on the other hand, has pretty definite ideas of what he is looking for. Yet often this very experience causes him to go a little "haywire" in one way or another in satisfying his pet likes and dislikes.

Stock cruisers have developed extensively and rapidly in the last few years and the old-timer who approaches the question with anything but an open mind is apt to find that

The deckhouse of a stock 38-footer. The lounge to port folds up against the side while to starboard is a box type berth folding under the deck



The dining nook (center) has room for seven at the table. At night, this dining nook may be made up with a comfortable double berth



The deckhouse of the 35-foot boat (bottom), a stock model, is long enough to have room for two berths on each side which form seats in the daytime

he has missed some good bets. The strictly modern stock cruiser now offers more room, more comfort, more speed, more in every way than her predecessor of only a few years ago. Motors are smaller, smoother, infinitely more dependable and, through the use of rubber mountings, sound absorbing material and more efficient mufflers, these same boats have been made nearly as silent and vibrationless as sailing craft.

Reduction gears have played a big part in the improvement of the cruiser of medium size. Their use has made possible light, compact, high speed engines requiring less than two-thirds of the space occupied by direct drive engines of the same shaft horse power. These small yet dependable engines have reduced considerably the amount of engine room space required, particularly the height and length. Comparatively few years ago, practically all small cruiser engines were either two- or four-cylinder jobs. Now, "sixes," "eights" and even "twelves" are predominant, with consequent smoother operation. Rubber mountings have further reduced and, in fact, practically eliminated vibration in recent stock cruisers. The most thorough jobs, of course, have rubber or some sort of flexible coupling in every connection between the engine and the hull of the boat, including propeller shaft, exhaust and gas lines, and throttle controls.

Sound isolation and reduction naturally followed the development of smooth and dependable operation. First attempted only a couple of years ago, it has spread widely and sound absorbing material now lines the engine compartments of most stock cruisers. Cork seems to give the best results, though the thoroughness of the job has more to do with its efficiency than the exact sound absorbing coefficient of the material used. The results obtained by absorbing noise in the engine compartment are remarkable. The effect is the same as if the engine were moved several hundred feet away or always running at idling speed. The sound of the engine is still there, but an ordinary conversational tone can readily be heard above it. In fact, the water rushing by is the predominant sound.

The question of the size of the boat is, of course, the first consideration. There is quite a spread in quality of workmanship and the variety of refinement offered in various boats, and this results in considerable differences in cost per foot of over all length. However, you get about what you pay for in any stock cruiser and there's nothing to be gained by bargain hunting.

Having decided what your personal balance sheet will allow in the way of a new boat, the next question is the type of boat.

First, of course, is the hull. In spite of the hundred or so different models of stock boats now available,

Courtesy Wheeler Shipyard

The modern galley provides working space for the cook and stowage room for food supplies and for china and cooking gear

At top, right, the Richardson Junior, a 32-footer with comfortable cabin and roomy cockpit. Driven by a rubber-mounted 6–71 Gray engine, this stock model makes from 16 to 17 miles per hour

Right, center, an a.c.f. Roamer, a 26-foot motor boat with cruising accommodations for four. Her motive power is a Chrysler Ace which gives her a speed of 17 m.p.h.

The Matthews "46" Sedan Cruiser, a model which is on display at the Motor Boat Show. A pair of Superior Diesel engines furnish the power which drives her

much of the variation is a matter of layout and arrangements and other above-water details. Most builders have a standard hull for each over all length and merely vary the arrangement plans. Many of these have been carried over for several years with no changes whatever and all have been thoroughly tested. You may prefer the lines of one rather than another, but on the whole they vary but little. With the differences so slight, there is no need to spend much time weighing the seagoing qualities of various boats, particularly as the leading naval architects resort to model tests to determine how their designs will perform.

Even with the high speeds so common today, the question of the displacement *versus* the planing type of hull is of little moment. The light, planing type, with "V" or quadraconic sections forward, and comparatively broad, flat sterns, drives easily at planing speeds, but the saving in fuel in a season's running amounts to little. If you're conservative, you'll probably stick to the displacement type to keep a good grip on the water, but a planing hull which does not pound is bound to attract many followers.

When you get down to the question of the various kinds and the details of layout, you're getting right down to the point. That's where the great differences lie and where it's easy to go wrong if you fail to consider carefully just what you want.

Streamlining has done much to improve both the outward appearance and the interior accommodations of modern cruisers. They've all gone along much together, but the net result of rounding off corners, fairing roof-top crowns, lowering eaves lines and raking windshields is a boat which is higher and more roomy inside yet which retains attractiveness in her exterior.

However, don't let your admiration of modern streamlining prevent you from checking the range of vision through the windshield and the headroom at the side. A low windshield set at quite an angle does not leave much effective vertical height to look through and, if the deck or cabin trunk forward is fairly high, there will be a long stretch between the bow and the nearest water you can see ahead. This blank or shielded stretch, in fact, can be so long that a sizable piece of driftwood or even a buoy may first make its presence known by smashing against your bow.

Fortunately, few stock cruiser builders have gone to extremes in streamlining and you would have to be old-fashioned, indeed, to find fault with the lines of most of their offerings. However, it's an excellent precaution at least to look over several photos of the boats in which you are interested to be certain of their appearance from every angle.

There are four different types of layouts, each with definite advantages. First, oldest, and in the past most popular, is the cabin and cockpit layout, including both raised decks and trunk cabin boats. In this type all the living accommodations are located forward and the cockpit may take up from 30 to 60 per cent of the boat's length and may be partly or wholly covered with a canopy. The fast "play boat," usually without any cockpit canopy, is one example of this type. She is fine for dashing around the harbor or a few miles up the coast on a warm, clear evening; if fitted with toilet and galley, she is a fair boat for two or three people to cruise in, but her accommodations are limited as compared to those of other boats of the same length and she's not the best model for extended cruising. However, we're not down on the open cockpit by any means for, aside from sleeping and eating (and sometimes including the latter), the cockpit is bound to be the most popular part of the boat. It's the only place from which to see what's going on outside and the most comfortable place in which to sit, relax and be convivial. If you have children aboard, a large open cockpit provides them with plenty of room to roam around without getting out of sight and into any trouble.

The disadvantages of the cabin and cockpit type are mainly due to the fact that galley, berths, staterooms, are located close together. Thus, in spite of staterooms, bulkheads, doors and curtains, there's little privacy and the result is something of a one-room apartment atmosphere.

The second type, one which has been highly developed and is becoming increasingly popular, is the enclosed bridge cruiser. This type preserves part of the forward cabin and encloses part of the cockpit to form what is comparable to a deckhouse on larger yachts. One builder has a 26-footer so enclosed but most of these boats are over 30 feet in length. The enclosed bridge makes a delightful living and dining room and usually replaces the small after cockpit as the natural gathering place. Make sure that the windows drop down or slide out of the way in a foolproof manner and that people sitting inside are high enough to see out without craning their necks too much — they'll want to do it anyway so it might as well be easy. This bridge usually becomes a sleeping compartment at night and is definitely an enclosed part of the boat; there will always be magazines, books, cigarettes, clothing and guests in this part of the ship, so make sure that windows, doors, etc., can be made tight and weatherproof when the occasion arises. The existence of this extra cabin, so to speak, permits more space in the way of separate quarters and permits more privacy than the cabin and cockpit type provides. Make sure you get the fullest advantage of this extra space by the use of doors and some sort of a slide for the companionway, and with curtains or drapes to shut off the bridge from the harbor outside.

The only disadvantage of this type is that it cuts the open cockpit space down to a few feet in length and that to get at the engine room it becomes necessary to dig down through quite a bit of the living quarters. But, with engine and equipment in this department as dependable as they are today, this objection may be put aside.

The double cabin type, with quarters divided fore and aft and a comfortable deckhouse between, offers the greatest possibilities for cruising comfort and living aboard. The after cabin, usually accessible at both ends, for some reason works out more attractively than anything forward of the deckhouse. This layout is not practical under about 35 feet over all. Most double cabin boats have a separate lavatory aft which, though not essential, is a great convenience. Some kind of cockpit aft is useful, too, for sun baths, etc.; it doesn't have to be large, a built-in seat and a little leg room are all that's necessary. Our only warning here is to have a good look at the means of getting back aft above decks; you should be able to get aft without doing a balancing act. Any boat over 45 feet long should certainly have a good, substantial life rail. The same warning holds for the means of going forward in any type of cruiser.

The fourth type is generally known as the sedan cruiser and is a rather recent development; enclosed cockpit might be a more descriptive term. This type, a concession to the demand for complete accommodation in the small cruiser, is not found over 35 feet in length. By enclosing berths, galley, lavatory, etc., in a single house with large windows, and by moving the controls well forward and inside, a day cruiser is provided with reasonable accommodations for the night without developing a disproportionately high boat. In this type you can cook your breakfast, brush your teeth and run down the bay without getting out of your bunk; chalk that up as plus or minus.

We can't dismiss general layout without some consideration of the possibility of a paid hand. If your boat is over 37 feet long, there will be work enough to warrant a man; if

(*Continued on page 212*)

M. Rosenfeld

The yachtsman who has the time and owns a seagoing boat is likely to make Nassau one of his objectives

The World's Your Oyster!

Some Suggestions to Northern Yachtsmen on Getting Afloat in the Winter Season

By FREDERIC M. GARDINER

OF COURSE, if you don't care for oysters, mention of the oyster will not, at first glance, interest you at all. There are people upon whom the mere mention of the word oyster (most delectable of shellfish), produces about the same effect as the rolling deck of a yacht at sea. So I must explain that the expression: "The World's Your Oyster," has only an indirect connection with the famous bivalve.

What it is intended to convey is the idea that the world, like an oyster, is yours to open — provided you use the proper tools. If you have ever tried to open an oyster with anything but an oyster knife, you will know exactly what I mean. And further that, once opened, whether you like oysters or not, the world presents you with palatable opportunity.

We are interested, at the moment, in snowbound American yachtsmen — potential or experienced. What I hope to convey is that, if you own a yacht, or can borrow a yacht, or can hire a yacht — or if you can steal one and get away with it — and she is of a size in which you can go cruising, and you're not too fussy, and you take a little time for planning, the world's your oyster even in the oyster season, which begins in September and ends in May.

After all, the Frostbite Class has proved to us all that hardy sailors can take it even in midwinter on Long Island Sound; and that, in an open boat, takes a bit of taking. I am not, however, about to recommend anything in the cruising line quite so strenuous as frostbiting, although I have no doubt that enthusiastic followers could be found for some such thesis as: "How to Cruise in Zero Weather Without Getting Cold Feet." But our immediate object is to discuss how to satisfy, without too great strain, the urge to get away from zero weather to cruising weather where you won't get cold feet!

Assuming that you own a yacht (15-footer with a pup tent and primus, motor cruiser, motor sailer, yawl, schooner, sloop, or what have you), or that you can, as previously suggested, beg, borrow, charter, or steal one, and that you have her, or can get her, south of the frigid zone, let us indulge, first, in a process of elimination. For example: If you live at Moose Factory, or Butte, Montana, you're in rather a tough spot. There is not much, under those circumstances, that I can suggest, except to build a cruising iceboat (I've never seen one but, after all, why not?) and have yourself a time in the frozen fastnesses with plenty of stoves, fuel, Arctic sleeping bags, fur coats, etc. On the other hand, if you live in Galveston, New Orleans, Pensacola, San Diego, or anywhere in those latitudes, you are already in the climate for winter cruising and have nothing to worry about.

That still leaves us a good many thousand square miles full of prospective winter-cruisers, in what I might call "the hopeful zone," between the thirty-seventh and forty-seventh parallels of North Latitude. This zone narrows along the coasts, where the oceans keep the temperatures up in winter, and in the vicinity of the Rockies expands to reach down somewhere near the Mexican border. Lest there be any doubt in your minds, the zone described is that part of the United States where people live who might like to go cruising in the winter time, if it were not so darned cold! This area includes such centers of population as Boston, New York, Chicago, Kansas City, Omaha, and way stations.

Why, you are asking, am I talking about such landlubber places as Omaha and Kansas City? In the first place, a pet slogan of mine is: "Wherever there's water, there should be a yacht!" In fact, there is a much greater kick in telling about the delights of sailing, cruising and such kindred pursuits, to the fellow from Little Rock, Arkansas, than to one from Boston, who was born with salt behind the ears and knows what it's all about to begin with. In the second place, if you study *Lloyd's Register*, you will find — perhaps to your surprise — that there is a scattering of yacht owners all around the country. Just for fun, I analyzed the "A's" (I was too lazy to go through the whole book) and found that about 15 per cent of the owners lived away from the sea and away from the Great Lakes. Few people register with *Lloyd's* unless their yachts have a bit of size, so that leaves out a lot of little fellows. On late reports, yacht clubs, mostly for small boat racing, are springing up in all sorts of inland places. There is no reason why anybody can't learn something about handling a boat on any water big enough to float a sailing canoe.

Our problem, then, is to get you from any part of this "hopeful zone," during the winter season, to some place where you can cruise in comparative comfort, without breaking you or keeping you away so long that you will find yourself without a job when you return. Just for the sake of variety let's try Milwaukee, Wisconsin, and see what we can do about it. That is, in all conscience, far enough north; and anyone who has been in Milwaukee in the winter will admit that it is cold enough there to freeze your ears.

It's a bitter cold Thursday afternoon. You stand at the office window looking out in disgust at the frozen shores of Lake Michigan. You long for the feel of a boat under you; for something warmer than a northwest buster blowing your hair around; for the relaxation of open air unhampered by a lot of winter clothing.

"To hell with this!" say you.

You have a yacht, or you haven't a yacht. Suppose you haven't one, in which case you call up your friend Tim, the yacht broker.

"Tim," you demand, "where's the nearest place you can get me a cruising boat of some kind for a couple of days, so I can go and thaw out? You know how I'm fixed for money, so go easy!"

Tim comes right back at you. "New Orleans," says he, "if you don't want to spend much money."

"Can you get me one there?"

"I think so. I'll call you back."

"Make it snappy. I'm going tomorrow if I can fix it."

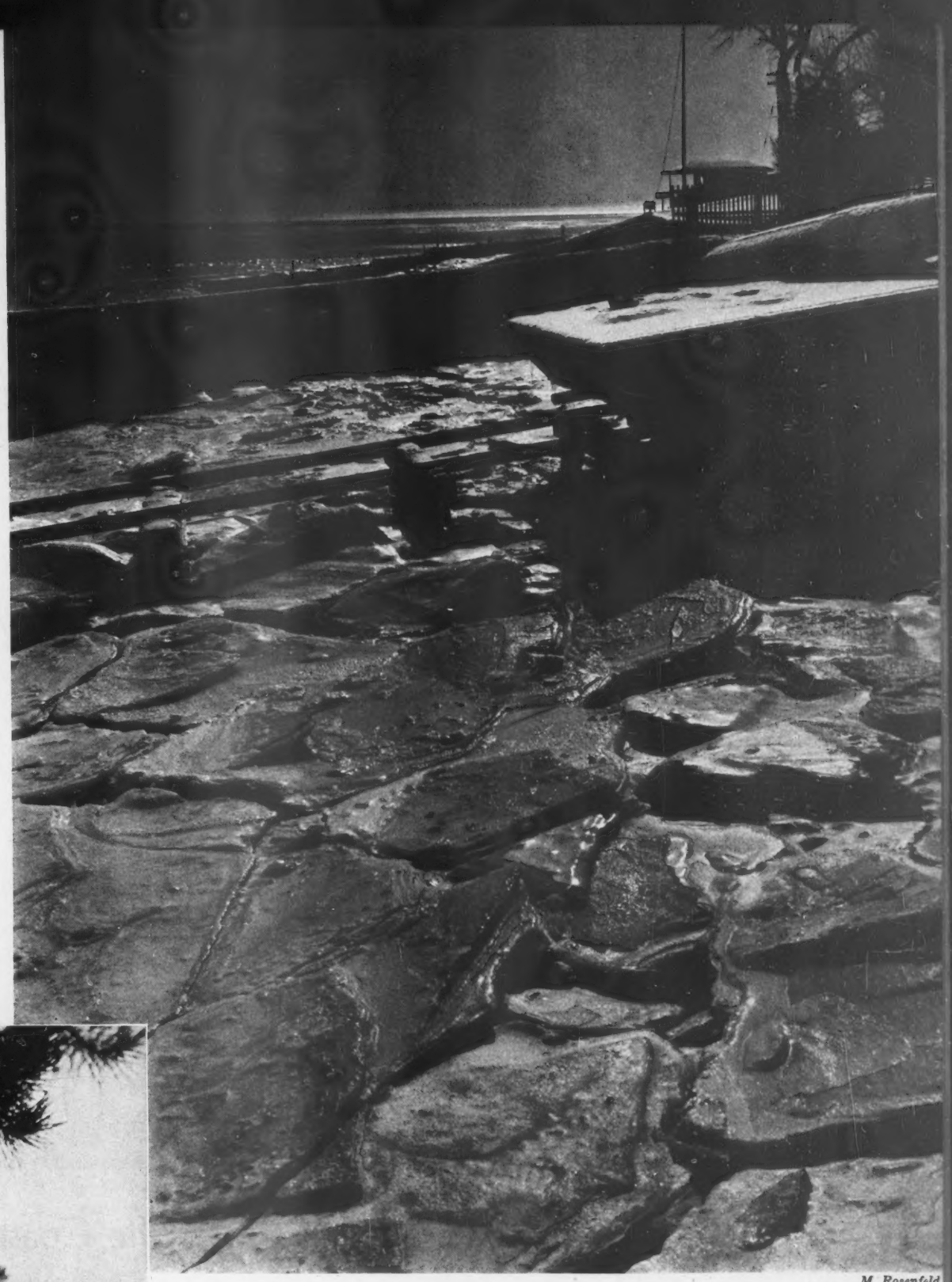
Perhaps you have a secretary. "Miss Jones," you ask her, "what's the quickest way I can get to New Orleans, leaving tomorrow afternoon?"

(*Continued on page 216*)

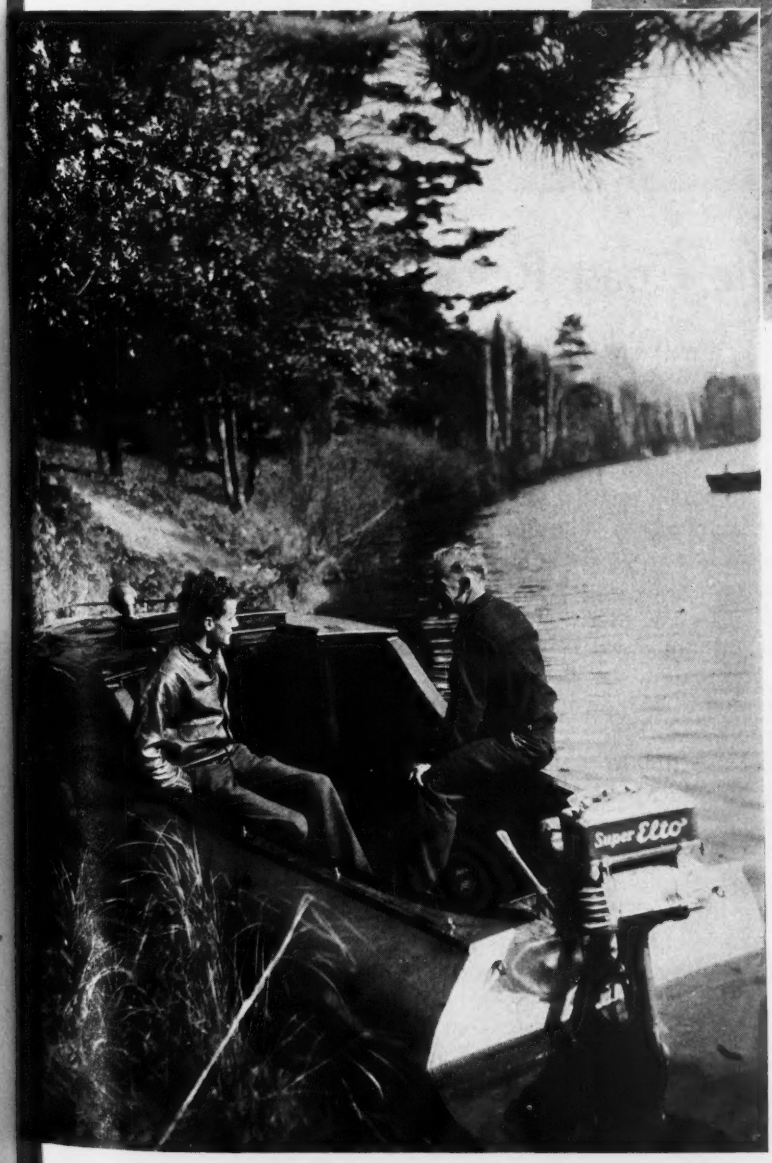
JANUARY, 1937

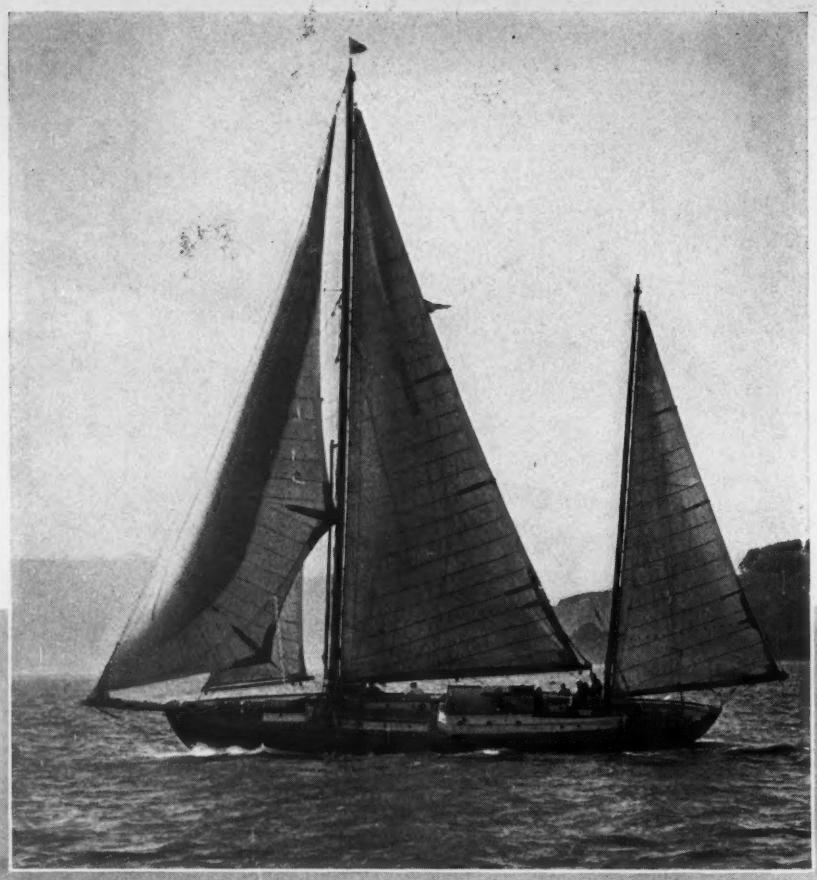
Left, the bays and streams of the South, warmed by the sun, call the Northerner to abandon his ice-choked waters and head for a milder clime

The yachtsman may well turn from this wintry scene with its blanket of snow and ice to the pleasures of cruising in warmer latitudes. Below is an outboard cruiser on a southern waterway and, right, a reach of the Pasquotank River, part of the Inside Route from the north to Florida



M. Rovenfeld

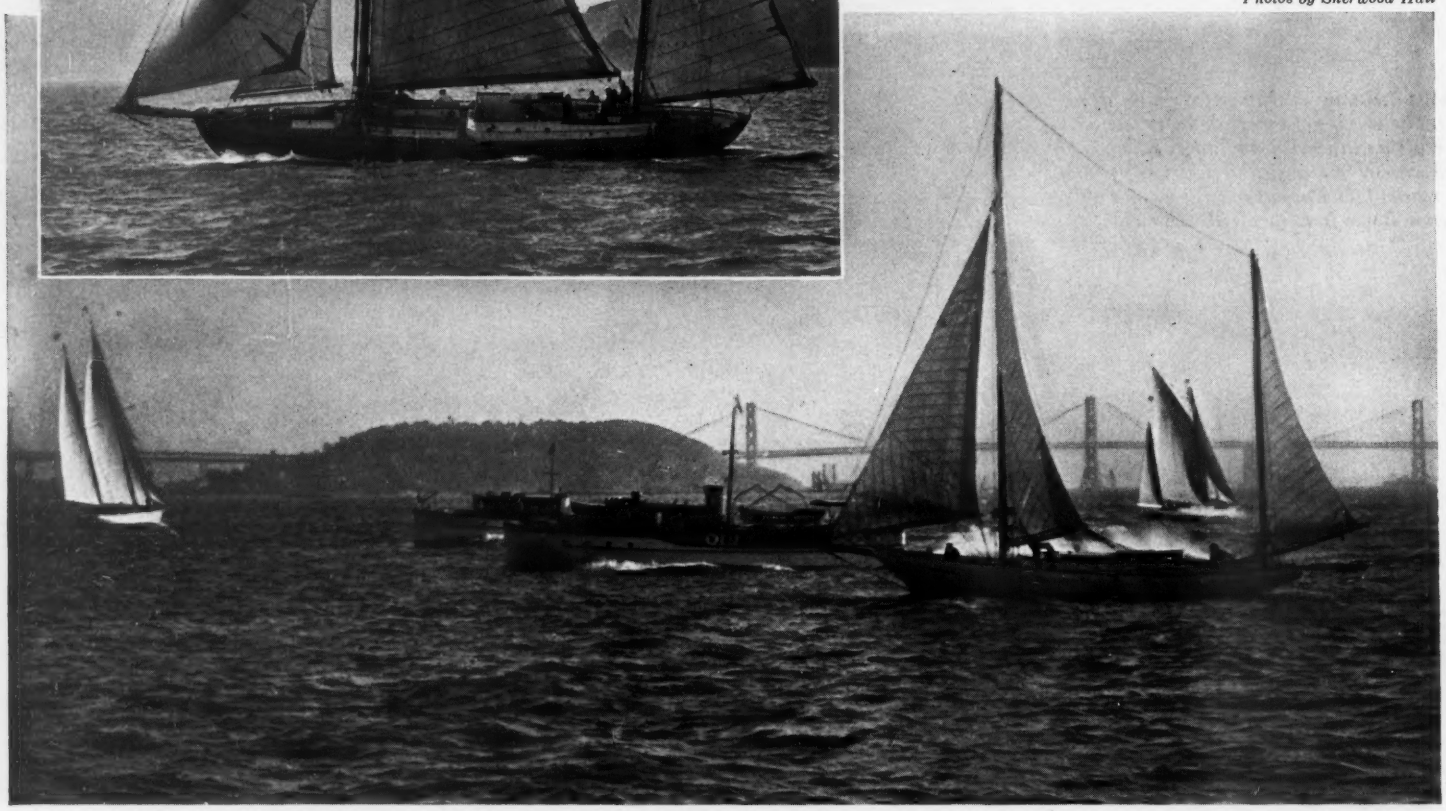




Left, "Dragoon," Stanley Barrows' ketch, is one of the best heavy weather performers on the Coast, but she needs wind! "Dragoon" placed first in the race for the M, F and G Class in which there were four starters

The last day the power cruisers staged the first annual regatta of the Northern California Power Cruiser Association. One of the turning marks happened to be in the sailing course — net result, the power cruisers sometimes "blew" at the sail boats to get off the course

Photos by Sherwood Hall



The Fourteenth Annual Pacific Coast Regatta

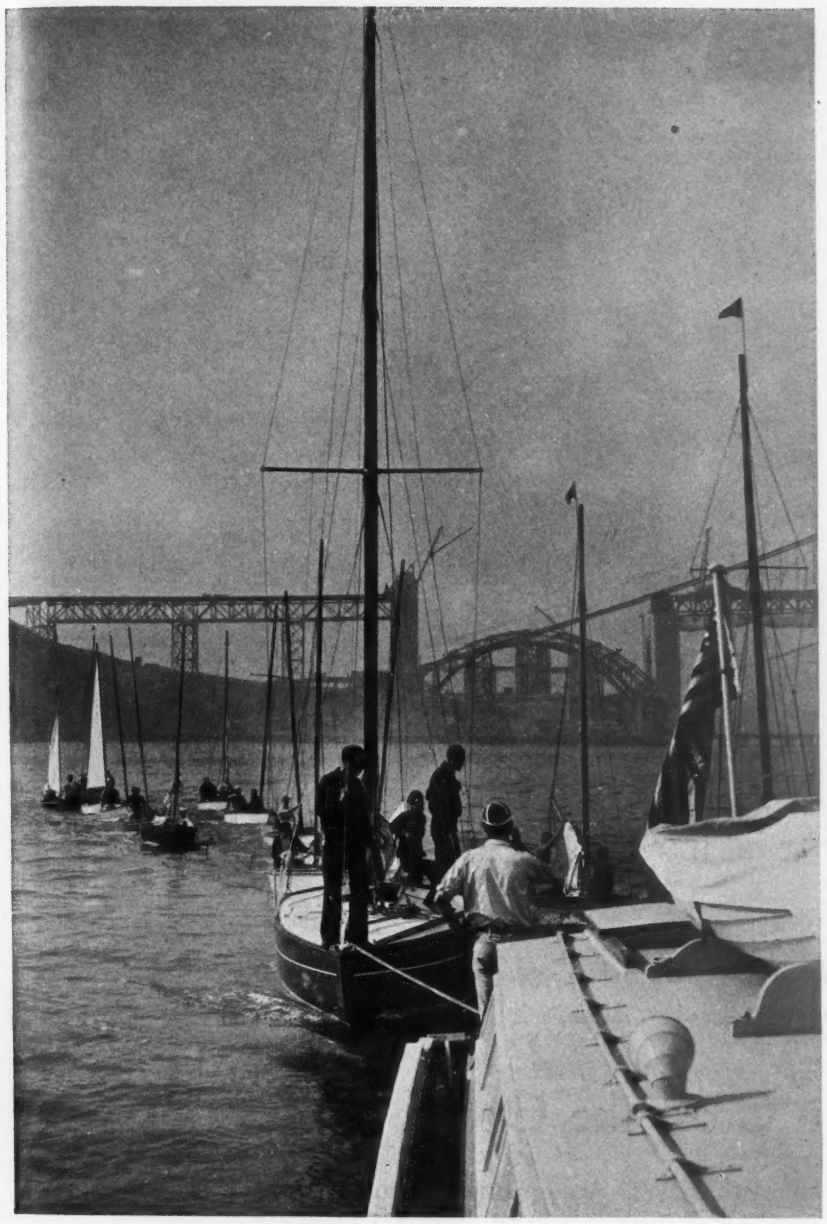
Sons of St. Francis Turn Out Big Fleet but Aeolus Fails Them

By SHERWOOD HALL

SAN Francisco Bay, renowned from Canada to Mexico and from the Atlantic to China as a locale for lusty racing and salty sailors, has always been counted on for fine breezes and grand racing. Consequently, when the fourteenth annual championship of the Coast was scheduled to be combined with the opening of the new San Francisco-Oakland Bay Bridge, everyone with a boat which could by any stretch be called a yacht marked up the dates and set aside all conflicting business. Classes were assigned to every type from Moons to cruising schooners and back again, with an array of prizes that looked like wedding silver for a fashionable marriage. And then the wind failed.

Unfortunately, a long-drawn out and bitter seaman's strike on the West Coast so upset shipping that only the Navy, the Coast Guard and the fishing boats seemed to be going about their business as the dates for the regatta approached. With transportation stopped up and down the Coast, only the smaller yachts which could be brought in on trailers showed up. What good was "free transportation" for a yacht from San Diego, Santa Barbara or Seattle, if there were no ship to do the transporting? So what was expected to be the largest regatta ever to be sailed on the Coast became an event in which only a few Snipes (or is it Snipe?) comprised the fleet from other localities. But at that, 108 yachts, large and small, were on hand to take part in the proceedings.

And *Then!* Much to the delight of all residents other than sailing nuts, and about half a million visitors, the weather man turned on a spell of perfect days — with blue skies and sunshine. Last but not least, he somehow persuaded Aeolus to tie a string round his bag of winds and to produce a brand of sailing weather that reminded one of a summer day on Lake Michigan! The guns would go off smartly, down would drop the very fine set of signals which Chairman



One of the days when the wind failed. The Coast Guard bringing in the small craft, Birds, Snipes, Stars and others. In the distance is the new Golden Gate Bridge

Dragoon being rowed with eight lusty galley slaves pushing on the sweeps would have thought he had slipped backward a couple of thousand years, or else was out too early after a bad night!

After towing in a lot of the small craft at noon Sunday, the skipper on C. G. 824 cast a weather eye out toward the Golden Gate Bridge and reported signs of wind. Within thirty minutes there were some of the finest starts one could wish, lee rails down, and every stitch pulling. Even the patrol judge forgot the very positive instructions delivered to him by Chairman Young to shorten the course without fail, in order to make the week show at least one race so they could award the trophies on results rather than by shaking dice. Two big schooners became so enraptured at the sight of their sails filled and drawing that they crossed tacks on each other at Crissy Field Buoy, and a lovely "smack" came across the water to the observers on the Coast Guard. The surprised crew of the offending craft (they were on port tack and forgot that starboard has R. O. W.) looked anxiously over the side to see if they were holed and sinking, and then finished the race, entirely oblivious of the fact that anything important had happened. Funny what a little wind sometimes does to people.

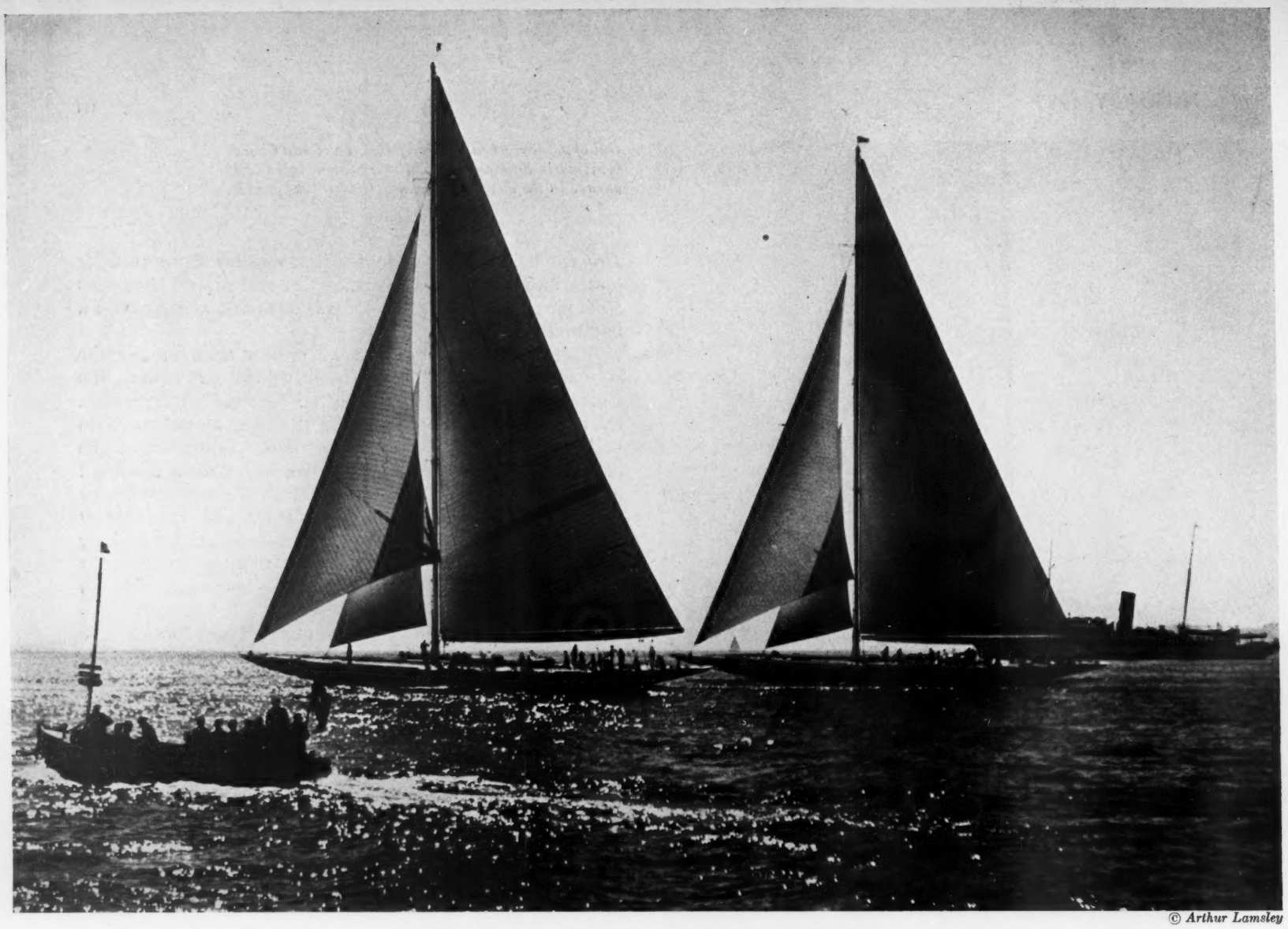
In spite of no wind on three of the four days, there was a wonderful marine parade, fireworks at night, a yachtsmen's

(*Continued on page 214*)

Al Young and his efficient race committee had perfected for starting yacht races on the Bay, the craft would drift gently up to the starting line, drop their anchors, and call "Time Out!" for lunch! One day they were so impatient to get the lunch baskets up out of the lockers that they forgot a few rules and the committee had to disqualify most of the Snipes (or Snipe) and a lot of Stars for paddling! But as the race was later called off anyway, it didn't mean anything in the final count. In other words, and to be brief, San Francisco experienced a windless spell.

That is, *until* the last day, Sunday. In the first three days of racing less than half a dozen classes scored hits for their divisions, and on the final morning the frantic race committee and the Coast Guard could see nothing ahead but just one more day of drifting and bobbing around, followed by code flag "J," and then a few hours of searching the Bay for the lost sheep. The tide, of course, did *not* stop along with the winds, and as it was unusually high the lads of the Coast Guard had their hands full picking up the small fry before they drifted merrily out through the Gate and away to the Farallons. Even some of the big wagons had trouble in that respect. A visitor seeing Stanley Barrows' big ketch

Charles Langlais' Class Q "Volante" cleaned up in the cruising sloops. Her showing was due as much to her owner's expert handling as to her sweet lines



© Arthur Lamsley

The two "Endeavours," the older one leading the 1937 challenger

Both "Endeavours" to Cross the Ocean

The Challenger Will Tune Up Against "Endeavour I" Which Will Accompany Her to Newport

By ARTHUR LAMSLEY

THE chances of a successful outcome (to the British) of the challenge for the America's Cup have been greatly enhanced by the generosity of Commodore H. A. Andreae, of the Royal Southern Yacht Club, who has loaned the first *Endeavour* for the trials in English waters during April and for the final tuning-up trials in American waters before the Cup races. Thus the challenger, *Endeavour II*, will have intensive trials before the Cup match, an advantage which no other challenger has had in the contest for this most illusive sporting trophy in the world.

Two members of the Royal Thames Yacht Club, Philip Hill and Fred Sigrist, both friends of T. O. M. Sopwith, owner of the challenger, have taken over the responsibility of fitting out *Endeavour I*. Her crew will be chosen from those of the other Class J yachts. The generosity of Hugh Paul, owner of *Astra*, in lending his skipper, Captain Ned Heard who, it will be remembered, was sailing master of Sir Thomas Lipton's fifth challenger, *Shamrock V*, is a guarantee that *Endeavour II* will have the greatest possible testing in her tuning-up trials. Among Class J skippers Captain Heard has no rival as a helmsman.

Endeavour II will be accompanied across the Atlantic by Mr. Sopwith's new 1600-ton motor yacht, at present building in Southampton, and the first *Endeavour* will be convoyed by F. Sigrist's motor yacht *Viva II*, of 500 tons. Both yachts will leave Gosport just after the Coronation ceremonies, towards the end of May.

In discussing the chances of his second venture, Mr. Sopwith told the writer that he was deeply appreciative of the sportsmanship shown by his yachting friends. No other challenger has had such an opportunity for working into her best form before the actual Cup match, especially as the speed of *Endeavour I* is practically equal to that of her successor, *Endeavour II*.

Both *Endeavours* have been berthed at Gosport and the work of refitting them for the preliminary trials will begin early in the year. Two new steel masts are being made for the challenger, much stronger and heavier than her present spar, in accordance with the new rule governing the match, and a spare mast will be built for the first *Endeavour*. New suits of sails are also being made for the challenger. She will have the most varied combination of sails of any yacht which has left our shores in quest of the America's Cup.

According to Mr. Sopwith, both *Endeavours* will take part in the Class J racing in the United States immediately after the Cup-races, which start July 31st, are over, thus returning the compliment of *Yankee's* visit to the Silver Jubilee Regatta in 1935.

The Motor Sailer

And the Ideal Combination of Power and Canvas

By CHARLES H. HALL

NO MATTER what you may call her, the motor sailer or "fifty-fifty" is today a well defined type. The modern yachtsman is apt to think that she came into existence complete, in all her excellence. Far from it; the motor sailer has been developed little by little through the years, just as has the motor cruiser or the modern auxiliary. It has taken thirty years or so to produce the craft of today and she has advanced not in a single leap but step by step.

As a type, the auxiliary is older for there were steam auxiliaries in the "Gay Nineties" — big vessels, all of them, 125 feet or more on the water line. In the early days of the gasoline engine, thirty years and more ago, some daring designers installed the new power in boats. The out and out power boats were odd looking craft, to our modern eyes, and the auxiliaries were, to all outward appearance, sailing craft pure and simple. They had all the complication of sail and gear, no concession being made to the fact that they had engines tucked away in their interiors. Indeed, their engines were of low power, although unwieldy and cumbersome, slow-moving machines of the heavy duty type. The limit of rotational speed was about 350 revolutions per minute.

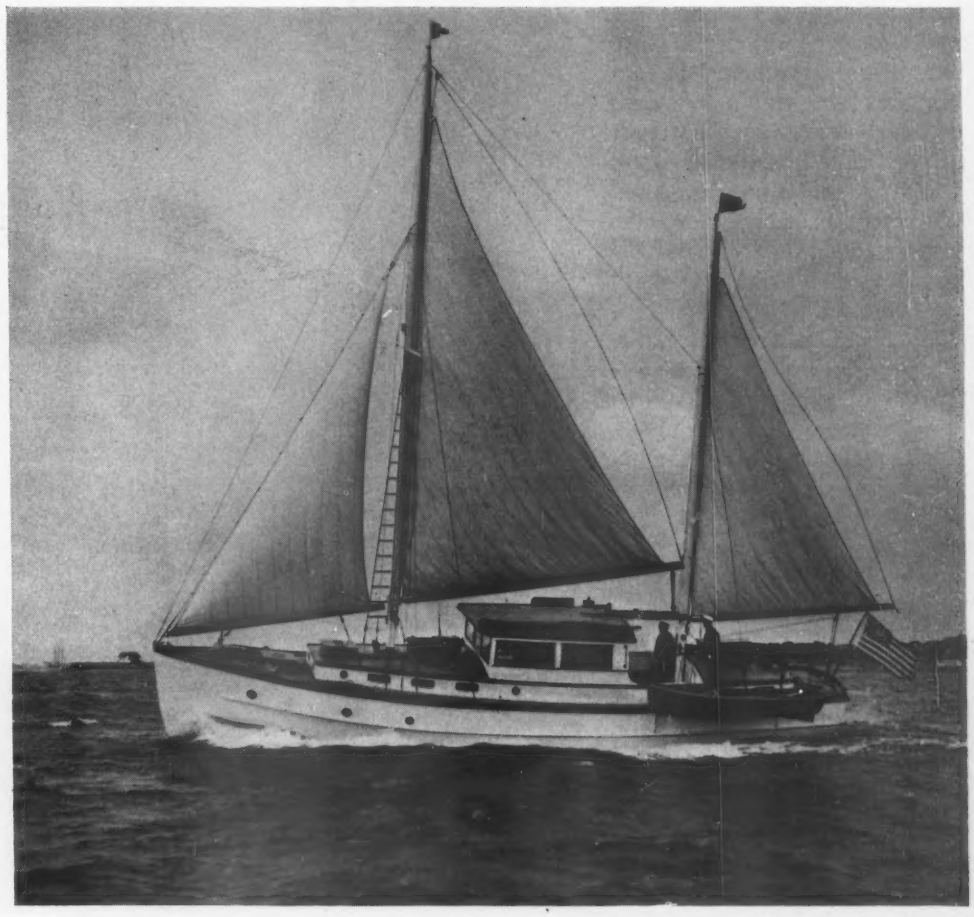
Consider these examples of auxiliary installations. *Tekla*, built in 1899, was 54 feet long on the water line, 78 feet 6 inches over all and 50 tons displacement. She carried, as auxiliary power, a 16 hp. Globe engine. *Oonas* and *Seneca*, built in 1901, were 68 feet on the water line and 87.7 tons displacement and had the same 16 hp. power plant. *Seneca II*, dating from 1903, was 71 feet waterline length and 105 tons displacement and her engine was rated at 25 hp. Compare these low powered engines with those installed in yachts of similar size today. The engines of today of several times the power, weigh no more than the old ones and occupy no more space in the boat. The old mills, however, with their large cylinder dimensions and slow speed, turned large propellers and delivered their power, blow high, blow low.

But, even then, there were yachtsmen and designers who realized that a vessel with auxiliary power would use that power in light winds and, therefore, did not need the full array of canvas, particularly in light sails, necessary to move the pure sailing craft in a light air. In 1899, for instance, *La Barbara* was built at Morris Heights. She was a 56-footer with a snug rig derived from that of the bugeye and she was powered with a 24 hp. Superior gasoline engine. She was fitted with pole masts and no topmasts and she looked decidedly under-rigged.

In YACHTING for February, 1907, we find the plans of "A Sloop Rigged Auxiliary Launch," 45 feet long and 13 feet beam. She had the "glass cabin" of the period and carried a 28 hp. engine which drove her at a speed of 10 m.p.h. Her rig consisted of a good-sized gaff-headed mainsail and staysail. But, in spite of her beam, which was double that of the regular cruising "launch" of the day, she looked like a motor boat and probably had neither ballast nor proper bearings to allow her to sail even reasonably well, except down wind.

Those were the days of long distance motor boat racing, both alongshore and offshore to Bermuda and, later, to Havana. The motor boats which competed in these events mostly carried some sail, for use off the wind and for steadying purposes. The motor boat of the period was either a narrow, fine lined craft or else a motherly tub, and the engine was of low power. The larger cruisers were flush decked, had little floor space and were cut up into a lot of little cubbyholes which were impossible to ventilate. Life at sea in one of these packets was strenuous in bad weather, when all openings were closed and the air below was an emulsion of engine fumes and bilge water. The engines were slow turning, bulky and exceedingly heavy and were none too reliable. Many of the cruisers of the day had broomstick masts and could show a little canvas on occasion. They could not really sail but would merely blow off to leeward. As far as hull form went, they were motor boats and their sails were seldom used.

Sail, of course, is excellent for steadying a boat in a seaway, slowing the period of rolling and easing the roll. The sailing yacht, with low ballast and lofty spars, has a long,



"Libra," a 48-footer designed by William H. Hand, Jr., and built by Wheeler in 1935, has a cruising radius of 900 miles at 10 knots under power. Her engine is a 125 hp. Buda Diesel

"Jean" was designed by Gordon Munro and built in 1924. She is a 40-footer carrying 540 square feet of canvas. Her cockpit is entirely open, with no shelter as on boats of later design

venience of having power, to use when the wind failed and to get somewhere instead of slatting around for hours in a calm, soon made the auxiliary the most popular type of yacht with sail power. Cruising men realized the value of having an engine and began to use power more and more, not only when the wind died but to help the sails in a long thrash to windward.

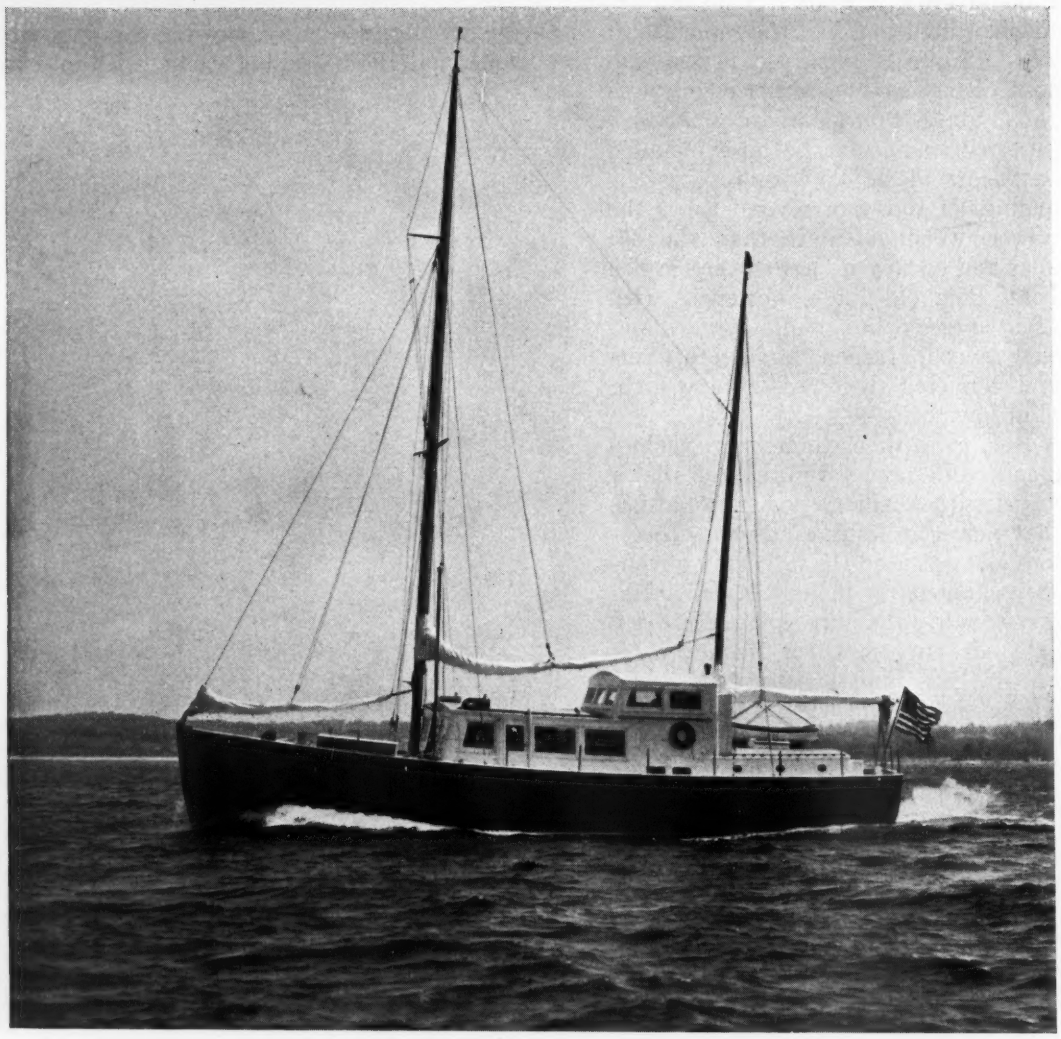
Some owners, however, while wishing to have sails to use in a good breeze, desired greater engine power than was installed in the average auxiliary, and used the engine as much as or more than the sails. Light sails, being of use only in light airs, were done away with for, when the wind was less than a first class breeze, they turned on the power. The auxiliary, with all the canvas and gear of the full powered windjammer, needed a large crew. The smaller sail plans used in conjunction with the larger engines meant smaller crews necessary to handle canvas. Before long a new type of yacht was evolved, with good horse power for use when the wind was light and sail enough to drive her and make her handle in a breeze of wind.

The naval architects began to develop the new idea, the boats being known as "50–50's," "motor sailers," "sailing motor boats" and so on. In the January, 1917, issue of YACHTING we find, for example, plans and a description of "The Sailing Motor Boat *Shadow*," designed and built by Herreshoff for Dr. J. C. Ayer, of Glen Cove, L. I. She was 48 feet 7 inches in length over all, 12 feet 2 inches beam and 3 feet 6 inches draft, rigged as a jib-headed ketch and powered with a 50 hp. Van Blerck. Apparently she was nothing to brag about under sail for her owner said she would make from

(Continued on page 236)

easy roll while the motor boat has a much shorter period and her roll is much quicker and more violent. A sailing yacht without her spars standing has a nasty, jerky roll due to her stiffness, the heavy ballast low in her hull not being counterbalanced by the weight of her rig. When the schooner yacht *Endymion* was dismasted off Hatteras, years ago, she nearly rolled her crew overboard and all her seasoned salts aboard were seasick, including her hard driving skipper.

During the years the gasoline engine gained in reliability and sails disappeared from the motor boat. The improvements in the engine, particularly in the matters of weight and space occupied, allowed greater power to be installed in the auxiliary and the development of the engine in the smaller sizes permitted motors to be fitted in smaller and smaller auxiliaries. The con-



"Diana," from the boards of Sparkman & Stephens, Inc., was built by M. M. Davis & Son. Her roomy deckhouse is used as a living and dining room

M. Rosenfeld

"Arielle," the Diesel-powered 42-footer in which the French yachtsman Marin Marie made an 18-day voyage, single-handed, from New York to France

Notable Ocean Passages Under Power

Some Long Voyages in Small Steam and Motor Driven Vessels

By ALEXANDER CROSBY BROWN

THE recent eastbound Transatlantic crossing of the French 42-foot motor sailer *Arielle* brings to mind other ocean voyages made in small boats which depended on other than sails for propulsion. Compared to the countless numbers of ocean rovers who have set out in small sailing craft, the steam and motor boat fleet is a comparatively small one due, primarily, to the difficulties attending the storage of sufficient fuel for a long trip and, compared to a sailing vessel, the discomforts of such a voyage.

The earliest passage of which record has been found is that of the 20-tonner *Little Lucy*, in 1859. She was a steel screw steamer built by Messrs. Richardson, Duck & Company, of Stockton-on-Tees, from a design by R. H. Thompson, and made a successful voyage from England to South America, where she entered the Brazilian river service. Unfortunately, this first ocean voyage of a small steamer must be disqualified since, according to the best authorities, she made the entire passage under sail. In 1860 a lithograph of her was published in England. In it she gives no indication of being equipped with steam power, but appears to be a nice model of a small topsail schooner.

The next ocean voyage recorded is that of the 70-foot steam yacht *El Hami Pacha* and she, also, depended in large part on her auxiliary sails. She was built by the British firm of Scott Russell & Company and was for delivery to the son of the Viceroy of Egypt. She measured 70 feet in length, 10 feet beam, 6½ feet depth and 20 tons burden. The *Illustrated London News* for March 30, 1861, gives a woodcut of the "elegant" yacht and a short description of her trip:

"It was at first intended to send her out to Constantinople on the deck of some larger vessel; but her commander, Captain Hinson, pluckily volunteered to sail her out. Her crew consisted of himself, one mate, one engineer, and a boy, and with no other hands on board they left Scilly on the 1st. of last July to cross the Bay of Biscay. For the voyage out she was rigged as a three-masted lugger, with a square fore and fore-top sail. The weather was most unfavourable, and the trip from the Thames to the Scilly Islands very tedious. For two days after leaving the Scillys they had light easterly winds; but on the third day it rapidly increased to a gale. The little craft, under sail alone, weathered it most gallantly, flying through the water at a speed of ten knots per hour [*sic*]. On the 5th they passed Cape Finisterre, and on the 12th reached Gilbraltar, after having been becalmed for three days; thence to Constantinople, the wind being contrary, she steamed all the way, and her arrival there created quite a sensation, for the Turks, not being familiar with the

exploits of British sailors, would not believe that such a tiny thing could live at sea. It is no small praise to the captain to say that he performed his task without a single mishap, and delivered her to His Highness in as perfect a state as when she left the Thames."

In 1880, however, another steam yacht, the *Anthracite*, twice crossed the Western Ocean and here marks the first legitimate ocean trip of a boat propelled by her own power. The *Anthracite*, heralded as the smallest steamer that ever crossed the Atlantic, measured 84 feet long on deck, 16 feet beam, and 10 feet depth, 70 gross tons and 27 registered tons. She was built at Wallsend, England, and the chief reason for her being was to demonstrate a new system of engine and boiler using superheated steam. The object of the voyage was to show that by employing this new system a boat as small, even, as the *Anthracite* could carry sufficient fuel for a long passage. A contemporary article in the *Scientific American* sums up this point with the following remarks:

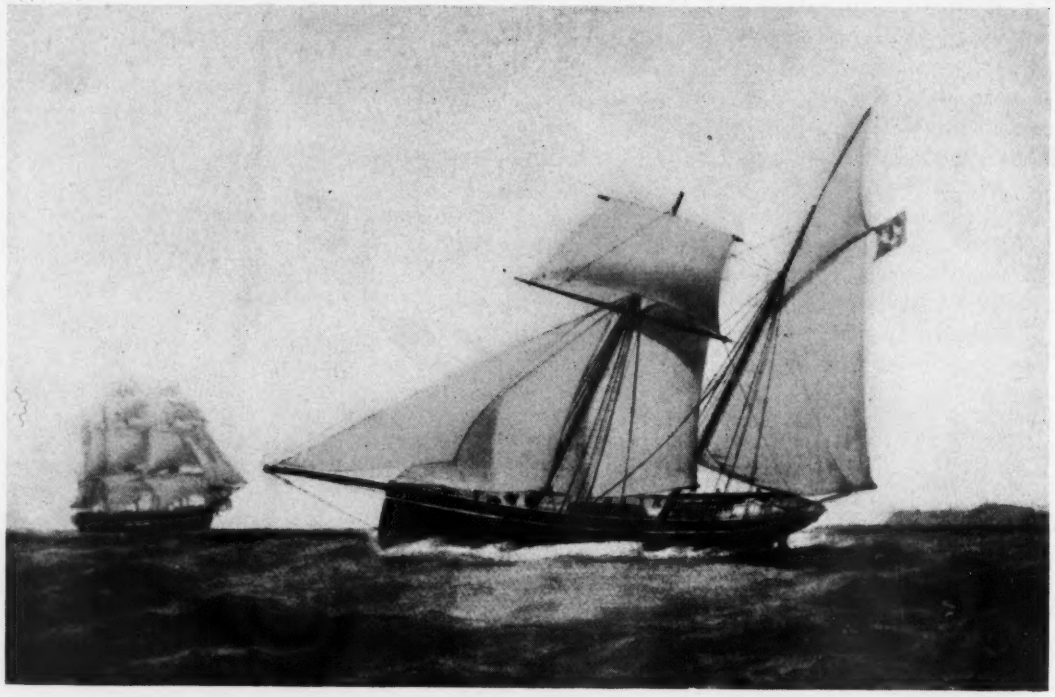
"To demonstrate the practicability of reducing coal consumption more than half [at that time usually 2½ pounds of coal per horse power per hour], thereby not only saving the cost of fuel, but giving more space for freight, was the purpose of the visit of the *Anthracite* to American waters."

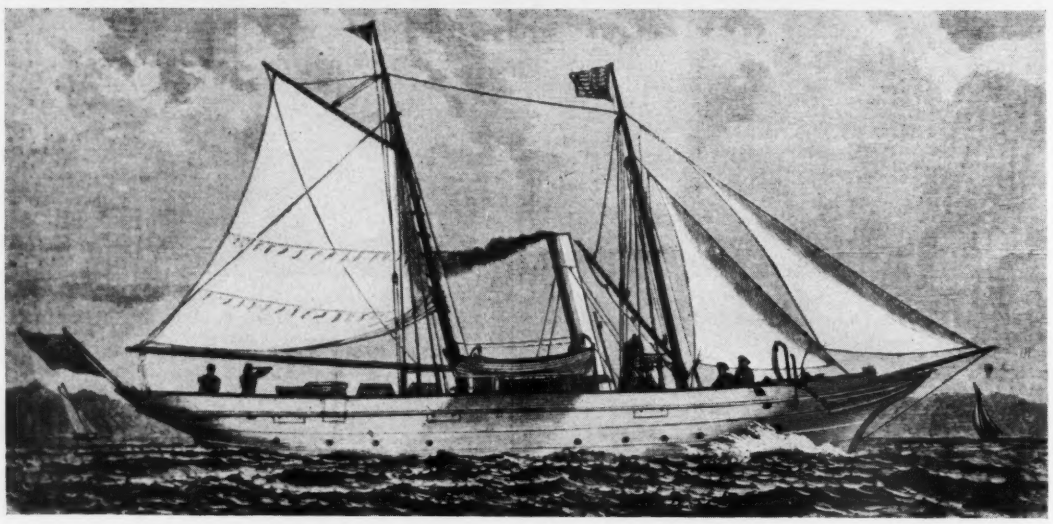
Of the *Anthracite's* 84 feet of length, her engines and boilers took up a space of only 22½ feet, leaving ample accommodations for bunkers, crew, and storage.

On the passage from England to Newfoundland, and thence to New York, it is said she burned one ton of coal a day. The weather encountered was extremely rough but the *Anthracite* proved to be a good sea boat as well as an economical one. She arrived in New York early in August, 1880, then proceeded to Philadelphia, leaving there for the return trip to England on August 23rd. She arrived at Falmouth on September 14th, 3616 miles in 22 days 14 hours. Twenty-five tons of coal had been consumed. On the outbound trip she took 18 days, burning 20 tons. The *Anthracite's* owner was Richard Power, of London. Her chief engineer was James McGinus and apparently he took great pleasure in showing off the boat on her "barn-storming" voyage to this country.

Two years later (1882), a steam tug called the *Gamecock*, a little craft only 75 feet long and drawing 11 feet, is said to have steamed from London to Panama in 31 days. Admiral Preble, in his *Chronological History of Steam Navigation*, says:

"She indexes in a marked manner the wonderful improvement made lately in the efficiency of steam craft."





The next time that a mechanically propelled vessel is chronicled as starting on an ocean crossing is in 1894 when a midget steam yacht, the *F. L. Norton*, left New York late in November on an ill-fated voyage. She was owned by Captain Francis L. Norton, who had previously crossed the ocean in the small sailing boats *Neversink* and *Ocean Pearl*. Mrs. Norton, his niece, and a crew of seven wedged themselves into this little boat but they were never heard from after leaving port. The *Norton*, carrying an auxiliary yawl rig, was 58 feet long, 12 feet beam, 6 feet 4 inches draft and had in her bunkers capacity for only eight tons of coal.

With the introduction of the internal combustion engine, the steam powered small boat began to fall into disuse and no more attempts were made to use such a boat for the Atlantic crossing. The manufacturers of the naphtha and kerosene launches were, however, anxious to prove the practicability of their engines by a spectacular demonstration. Several long voyages were made along the Atlantic Coast in motor boats and some even ventured out as far as Bermuda, but it was not until 1902 that the first successful attempt to employ an internal combustion engine for a long trip on the high seas was carried out. In this year the *Abiel Abbot Low*, a 38-foot trunk cabin power launch equipped with a 10-horse power kerosene engine, was built and financed for a Transatlantic passage by the New York Kerosene Engine Company.

Flying the Low house flag, which once graced the mastheads of a famous line of clipper ships, the little boat set sail from New York on July 9th, 1902, with Captain W. C. Newman and his 16-year-old son aboard. They arrived at Falmouth on August 14th to complete a 3000-mile voyage in 37 days with a fuel consumption of about 440 gallons.

Such was the success of this voyage that only two years later some

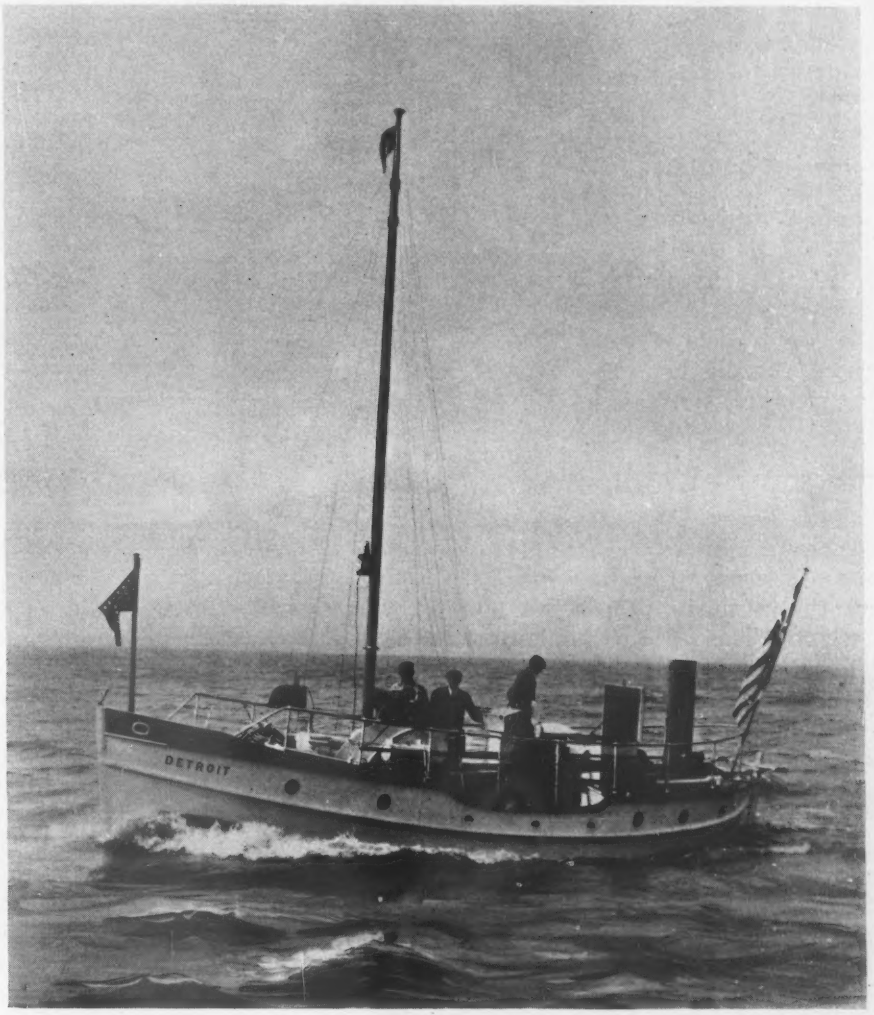
Left. "Little Lucy," a 20-ton steel screw steamer which voyaged from England to South America, making the entire passage under sail, in 1859

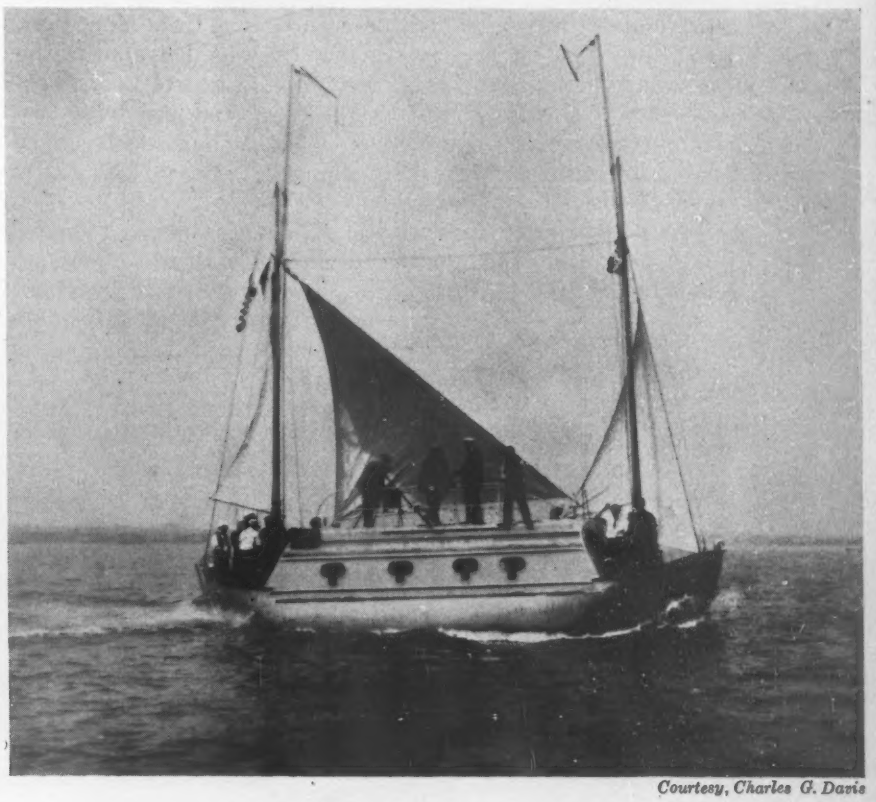
Lower left. In 1880, the "Anthracite" twice crossed the Atlantic under steam. Her westbound passage of 18 days was a rough one. Eastbound, she made the voyage from Philadelphia in 22 days and 14 hours

Right. The 35-footer "Detroit," built by the Matthews Company and powered with a Scripps gasoline engine, voyaged from Detroit to St. Petersburg in 1912. She was commanded by Thomas F. Day

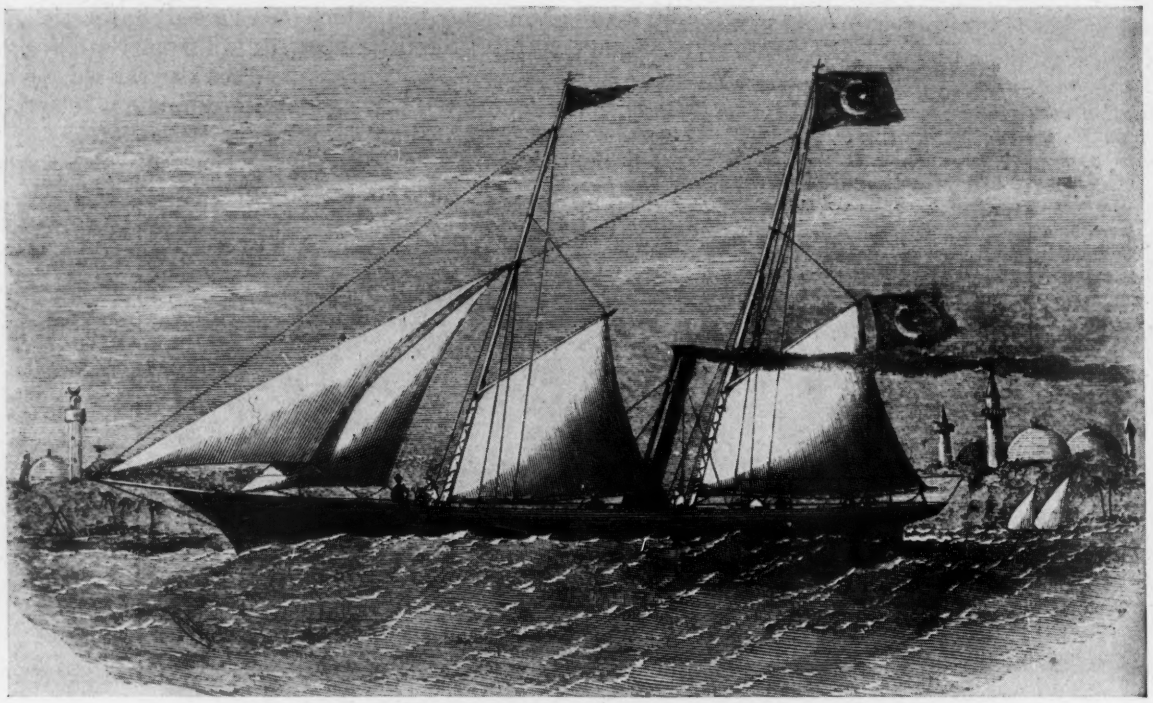
Below. The "Abiel Abbot Low," 38 feet long over all and driven by a 10 hp. kerosene engine, covered the 3000 miles from New York to Falmouth in 37 days in 1902. Her crew was a man and his son

Lower right. In 1914 the power life boat "Lundin," built of steel and fitted with an early wireless set, started for Europe, but rumor of impending war held her at Boston and the voyage was never completed





Courtesy, Charles G. Davis



The steam yacht "El Hami Pacha" made the passage from the Thames to Constantinople in 1861. She sailed to Gibraltar and steamed the rest of the way

venturous spirits proposed a power boat race across the Atlantic. This fell through, however, because of lack of confidence in internal combustion engines which were then by no means reliable.

The following year, 1905, the *Gregory* sailed across, marking the first successful passage of a boat equipped with a gasoline engine. The *Gregory* was a 90-foot torpedo boat which had been built by Lewis Nixon at Perth Amboy, N. J. She was designed for the Russian Government and, with a small crew aboard, she was taken over and delivered at Sebastopol. Leaving Perth Amboy on January 5th, she had a stormy winter crossing, putting back once, then stopping at Bermuda and Ponta Delgada, Azores, to refuel, and going on to her destination *via* the Mediterranean and the Black Sea.

The same year another comparatively small gasoline driven boat was taken, with a crew of five, from New York to Costa Rica *via* Key West where she was delivered to the government at Port Limon for use as a patrol boat. This vessel was the *Resguardo*, a 70-footer, equipped with two Wolverine motors. The French magazine, *Le Yacht*, gives her dimensions as 22.86 meters long, 4.11 beam, 1.22 draft, and 48 tons.

In 1906, largely through the efforts of Thomas Fleming Day, the "Old Man," as the editor of *Rudder* was affectionately known all over the Atlantic seaboard, the first Bermuda race for small yachts was held. The race was repeated in 1907 and on this occasion Day was able to influence two of his power boat friends to take part.

With Captain Day aboard, the 60-foot cruiser *Ailsa Craig*, equipped with a four-cylinder Craig motor, "sailed" to Bermuda in 2 days 17 hours to beat the Standard-equipped 60-footer *Idaho*. In 1908, the event was repeated with but two entries, as before. This time the *Craig* again won, defeating her smaller rival, *Irene*, a 40-footer.

Four boats raced in 1909 — the 58-foot *Heather*, defeating the *Nereides II*, 55 feet, the *Ilys*, 50 feet, and the *Insep*, 58 feet. In 1910 the 45-foot *Eronel* defeated the 46-foot *Yo Ho*. No race was held in 1911.

In 1912 the 40-footer *Dream* defeated the 50-footer *Kathemma* and in 1913 she was again victor and gained two legs on the James Gordon Bennett Trophy for power boats. On this occasion she defeated the 50-foot *Barbara II* and the 45-foot *Tocsam II*. Two other entries, the *Taleguah* and the *Tec*, withdrew before the race started. This contest concluded the Bermuda power boat races.

The question of a Transaltantic power boat race, originally proposed in 1904, again came up in 1909. Rules governing the contest were formulated but nothing came of it and a power boat race from Philadelphia to Havana was proposed instead. This brought several power boat enthusiasts to the starting line on May 21st and the winner of the resultant contest was the cruiser *Berneyo*. Although the race from Philadelphia to Havana followed the coast, it was the longest and most ambitious race ever staged for motor boats.

Returning, however, to the *bona fide* ocean cruises, it is interesting to note that in 1911, the *Romania*, a 50-foot power boat equipped with a 37-horse power gasoline engine, started on the Atlantic passage with Captain John Weller and a crew of six. She left Bridgeport, Conn., on July 19th and a contemporary photograph of her shows that she carried a large sign announcing her intention of crossing the ocean. Only a week after her departure she was reported a total loss on Chebogue Point, Yarmouth, Nova Scotia. Fortunately all the crew were saved.

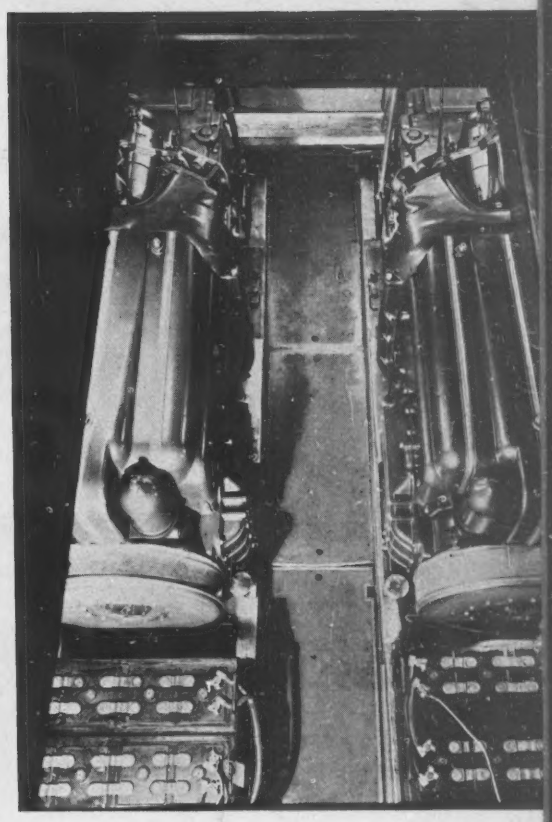
In the following year, 1912, took place the memorable voyage of the *Detroit*. Discounting the torpedo boat *Gregory*, the 90-footer which broke her voyage across at Bermuda and the Azores, the *Detroit* was the second small cruiser to cross the Atlantic in one hop and the first equipped with a gasoline engine.

The voyage of the *Detroit* is too well known to be considered in detail here. The boat was owned by Commodore William F. Scripps and the venture was undertaken as a demonstration of the ability of Scripps engines to stand the test of a long ocean passage.

Commodore Scripps persuaded Thomas Fleming Day to take command and the voyage was made by him and three companions. The boat logged a total of some 5200 nautical miles from Detroit, Michigan, to New Rochelle and on across to what was then called St. Petersburg, Russia. She made the 2770 miles to Queenstown, Ireland, in 21 days 16 hours after practically rolling her heart out and filling up the

(*Continued on page 206*)

"Silverheels" and Her New Engines

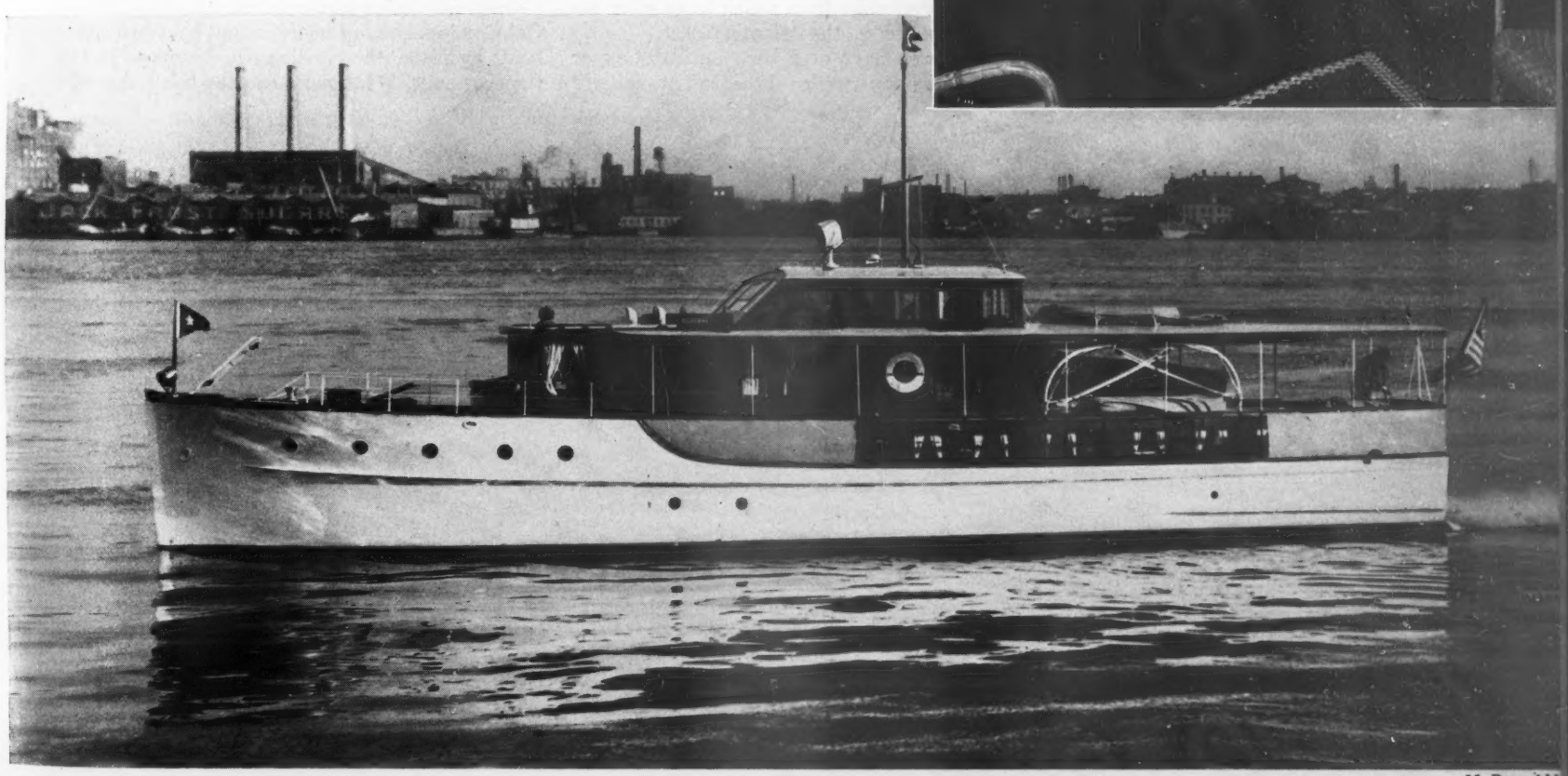


The engines are here seen through a plate glass section in the floor of the deckhouse, opposite. The disc-like housings, resembling flywheels, are actually combined filters and guards over the air intake mechanism.

These views of the motor cruiser "Silverheels" were taken during her recent trip from Buffalo to Miami, during which she demonstrated the first of the new Sterling crankless oil-burning engines. "Silverheels" has an over all length of 64 feet and has been completely redecorated by her owners, Mr. & Mrs. Charles A. Criqui, of Buffalo.

Her twin engines each develop 150 hp. at 1200 r.p.m. and drive through a 2:1 reduction gear. They are of the opposed piston, two-stroke cycle, compression ignition type, and have no cylinder heads, valves, camshafts, push rods, rocker arms, springs or gaskets. Instead, there is a straight shaft with two steel discs attached at opposite ends, at an incline and slightly out of phase. The face of this disc takes the bearing thrust of horizontal pistons which causes the disc to turn and the shaft to rotate. Only three bearings, under forced feed lubrication, are required to carry this shaft. In addition to the advantage of few moving parts, the horizontal design permits a more compact engine with minimum vertical height.

"Silverheels" was brought from Buffalo to New York City at a fuel cost of only $15.



M. Rosenfeld

Pirate Cove, a landlocked harbor on the easterly side of Cat Cay, where boats drawing up to ten feet of water may anchor. At bottom, the Manor at Cat Cay, seen from the water

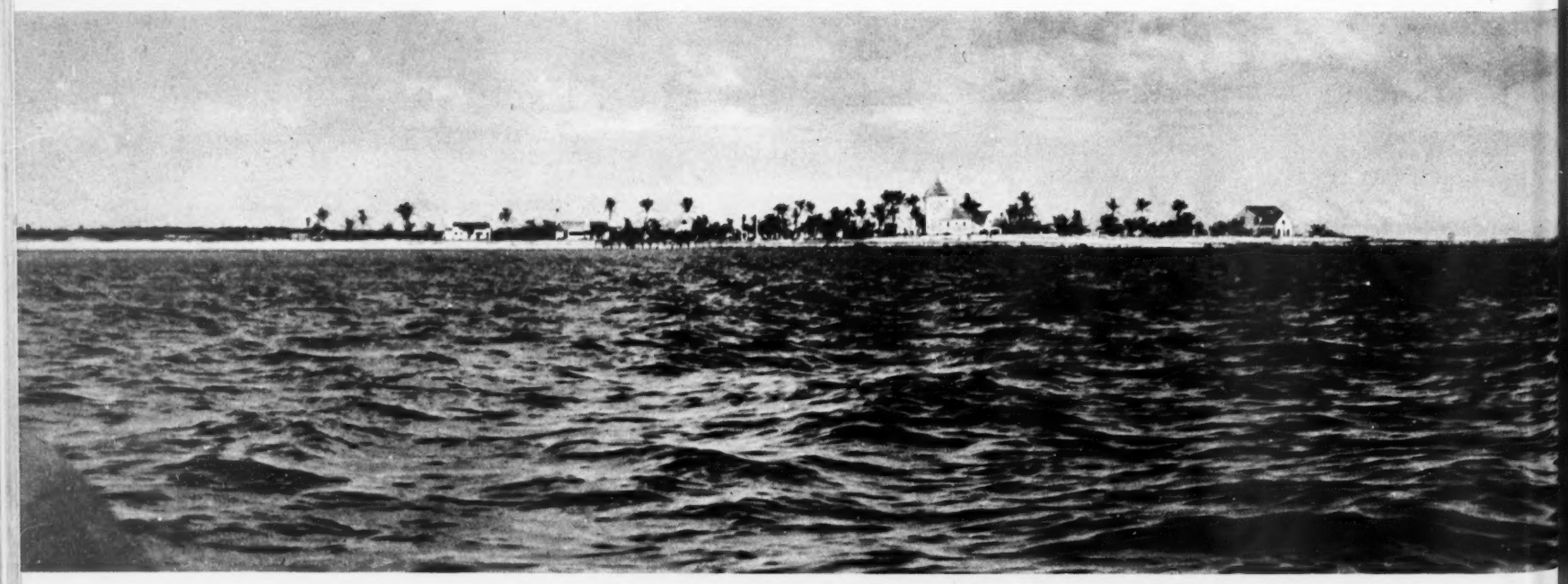
Cat Cay, A Fisherman's Paradise

EVER since the lure of the fighting marlin and the flashy sailfish first drew the fisherman who likes his game large across the Gulf Stream to Bimini and its adjacent islands, the beauties of Cat Cay have been known to sportsmen. Even before that, Cat Cay was a favorite place for the cruiser who liked to knock about among the Bahama Islands, and who found the anchorage on the easterly side opposite the home of Captain Haigh, who lived there until 1918, an ideal place in which to tarry. But since the islands became the property of L. R. Wasey some five years ago, those fishermen who were privileged to visit the island found it an ideal place from which to go after the sportiest game fish on the Atlantic Coast.

All those who have ever been on Cat Cay or fished along the eastern edge of the Gulf Stream will be glad to hear that the present owners have developed the island as a manor where a limited number of guests will find not only excellent fishing in nearby waters, but more seclusion than is possible at most winter resorts.

Cat Cay might almost be described as a fisherman's paradise. Within sight of the red tiles of the manor house, giant marlin knock down the outrigger. Not more than a mile offshore, sailfish often run in schools, and that streak of light, the bonefish, feeds in the very harbor of the island. During the month of June, the giant tuna smash the stoutest tackle.

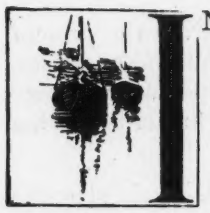
Only sixty miles across the Stream from Miami, Cat Cay is only a few hours distant by a fast motor boat; by plane, the crossing can be made in less than an hour. What more can the fisherman ask?



Aeolus Blows the Fog Away

Part II—Analyzing Handicaps Based on Elapsed Time

By CHARLES LANE POOR



IN sporting events there are many different forms of handicapping in use. In horse racing, the speedier horse is forced to carry more weight; in golf tournaments, the better player concedes a definite number of strokes to his competitor; and in running races, time or distance has been used to make the race more even. But in yacht racing, one general method only appears possible: that of granting the slower boat an allowance of time. And, unless the handicapping is purely arbitrary, the amount of time so allowed the poorer competitor must depend upon some definite consideration as to the relative speeds of the various yachts. It was for this purpose that the various measurement rules and speed curves were devised. The rule defines the racing length, or speed producing size of the boat and, through limits and penalties, prevents unfair practices in design and construction. And from such racing length, so defined and controlled by the measurement rule, the theoretical speed of the yacht is calculated by some definite speed formula or curve derived from the basic principle of marine engineering as modified and checked by the results of actual experience.

Thus, for the purpose of handicapping in yacht racing, each yacht can be assigned a definite speed at which, under average conditions of wind and sea, she ought to cover the course. With such theoretical speeds, the allowances for each yacht may be calculated. But in such calculations difficulties arise, and several different methods have been suggested for making the computations and determining the allowances to be given. Under ideal weather conditions, when each yacht sails at her normal speed, then these various methods all give identical results. But no race is ever so sailed. And so the various suggested methods of applying the handicaps in actual practice give different results, and each method has had and still has its adherents.

Two general methods have been used at various times and the relative merits of these two methods are still the subject of discussion. In one of these the allowance is based upon distance, upon the length of the race in miles; the other is based upon time, upon the time required for the yachts to sail the course.

The differences between these methods may best be shown by considering the speeds and times of two yachts, *A* and *B*, in comparison with the speed and time of the standard yacht, the normal speed of which is 10 knots. Under the average conditions of wind and sea for which the speed formula or curve is calculated, the normal speed of *A* is supposed to be 6 knots, that of *B*, 5 knots. Thus it would take the standard yacht 6 minutes to sail one nautical mile; while *A* would require 10 minutes and *B*, 12 minutes to cover the same distance. To make a race a dead heat, therefore, the standard yacht would have to grant, or give an allowance of 4 minutes per mile to yacht *A* and 6 minutes per mile to yacht *B*. Over a 10-mile course, which the standard yacht would cover in one hour, such allowances would be 40 minutes and 1 hour respectively. When such allowances are subtracted from the elapsed times of the two yachts, then such "corrected times" would each be one hour, identically the same as that of the standard, and the race would become a three-cornered tie.

Now, when times are considered, the three yachts complete the 10-mile course in 1 hour, in 1 hour and 40 minutes, or 100 minutes, and in 2 hours, or 120 minutes, respectively. As yacht *A* sails at only 60 per cent of the speed of the standard, her elapsed time of 100 minutes can be reduced to that of the standard by taking 60 per cent of it; similarly, the elapsed time of yacht *B* can be brought into parity with the one hour of the standard boat by taking 50 per cent of the 120 minutes. Thus the "corrected times" of all the yachts can again be brought to exact equality with that of the standard by taking a definite percentage of each yacht's elapsed time, such percentage being fixed by the theoretical speed ratios of the various boats.

Thus the two methods are:

Allowance for distance: A definite number of seconds per mile of the course sailed is subtracted from the elapsed time to give the "corrected time."

Allowance for time: A definite percentage of the elapsed time is taken and the result is the "corrected time."

Now, just so long as all the yachts sail at their respective theoretical speeds, just so long as all yachts "walk a tight rope" on the speed curve, these two methods of computing handicaps or allowances give identical results. They both make all such races "dead heats"; the "corrected times" of all yachts are the same. But what happens when the yachts leave the "tight rope" and all sail faster or more slowly than they should according to the speed curve? Suppose, for example, that all the yachts sail 10 per cent faster than their respective theoretical speeds; then the standard yacht will complete the 10-mile course in 54 minutes instead of an even hour, and the elapsed times of the smaller yachts will be reduced in like proportion. Allowances by distance, however, will remain the same as before and the allowances for time will be calculated by the same percentages. The results are as shown in the following table:

RACE: 10 PER CENT FAST

Elapsed		*Distance Method*		*Time Method*	
		Allows	Corrected Time	Percentage	Corrected Time
Standard	54m	—	54m	100	54m
Yacht *A*	90	40m	50	60	54
Yacht *B*	108	60	48	50	54

And one notes that, when the allowance is calculated by the distance method, by the distance sailed, the "corrected time" of the small boat is the best, but that, when calculated as percentages of the elapsed time, all "corrected times" are the same. By the first method, the small boat wins; by the second method, the race is still a three-cornered tie.

And, similarly, when all the yachts sail just 10 per cent more slowly than their theoretical speeds, the results are tabulated below:

RACE: 10 PER CENT SLOW

Elapsed		*Distance Method*		*Time Method*	
		Allows	Corrected Time	Percentage	Corrected Time
Standard	66m	—	66m	100	66m
Yacht *A*	110	40m	70	60	66
Yacht *B*	132	60	72	50	66

In this case, the large boat wins when the allowance is calculated by distance; but again the race is a three-cornered tie when the second or percentage method is used. Thus it would seem that:

If allowances be calculated by distance, then when all yachts sail proportionally faster than their basic speeds, the

small yacht will always win; if all sail proportionally more slowly, then the larger yacht will have a distinct advantage and will always enjoy the best corrected time.

If, however, the corrected times be calculated as percentages of the various elapsed times, then, no matter whether the yachts "walk the tight rope" of their basic theoretical speeds or sail either proportionally faster or more slowly than such speeds, in each and every such case the "corrected times" will be identically the same. Calculated by this method, all such races are and must be "dead heats."

Now from such purely mathematical considerations the author of "Aeolus vs. the Hands of the Clock" draws his conclusions, and rejects as utterly wrong in principle and most unfair in practice the ordinary method of calculating allowances by distance sailed. From entirely similar calculations he concludes:

"The foregoing is proof of the soundness of making the coefficient, which is derived from the rating, a multiple of the elapsed time regardless of the length of the course, and indicates that, no matter how long the latter may be, even to infinity, true performance is accurately reflected in the corrected time."

The only trouble with all this is that it simply is not so. The conclusion is rightly drawn but the premises are wrong. And every yachtsman who has ever sailed a race should know that the premises are wrong. As the winds increase above the average, yachts do not increase their speeds proportionally; as the winds drop, the speeds do not all decrease in the same proportion. The calculations, based upon a uniform ten per cent increase or decrease in the speeds of all the yachts, may be all right mathematically, but they simply do not apply to actual racing yachts. When the winds are light and the race is sailed in slow time, the large yacht is slowed down proportionally much more than the small boat. In drifting matches, when the winds are extremely light and fickle, the small boat will often sail faster than her larger competitor and may often hold the lead over a large portion of the course. Yachts are not all slowed down in the same proportion in light winds; any and all calculations, based upon such a proportional decrease in speeds, are fundamentally incorrect. When the wind increases, the large yacht picks up speed and sails relatively much faster than the small boat. Heavy winds, in which the large yacht revels, may even overpower the small boat, stop her, and put her out of the race. Speeds do not increase proportionally.

This may be shown by the examination of almost any series of races between yachts of different sizes. Take, for example, the races and runs of the New York Yacht Club fleet during the annual cruises of 1930 and 1934, and compare the proportionate speeds of the different classes in fast and in slow races. The Cup yachts may be taken as standards, and the speeds of other boats, relative to such standard, found. Selecting three fast races and three slow races over similar courses, the relative speeds were as shown in the following table:

SPEED PERCENTAGES

Variations with Time of Race

	Fast Races	*Slow Races*
46-Footers	85%	89%
10-Metres	74%	82%
8-Metres	68%	73%

That is, relatively to the Cup yachts, these small boats all sailed much faster in light winds than in strong breezes. As the winds dropped, the Cup yachts were slowed down more than the 46-footers; as the winds increased and the races were sailed in shorter times, the Cup yachts gained in relative speed. Between the slow and fast races there was a difference of some 4 per cent in relative speeds. In the smaller Ten-Metre Class, this difference was 8 per cent.

Thus the following conclusions seem fairly well established — established by theoretical considerations and established by some seventy years of actual experience with racing yachts:

1. The theoretical speed curve, as indicated by the present measurement rule and the 60 per cent allowance tables, closely represents the relative speeds of yachts under average conditions of wind and sea encountered in actual racing along the Atlantic Coast.

2. Strong winds favor the large yacht. In winds stronger than the average, the speed of the large vessel increases relatively to that of the smaller yacht and the speed curve tends towards that of the full 100 per cent allowance table. For such relative speeds, the 60 per cent allowance is too small and the use of such allowances gives an advantage to the large yacht. In strong winds and fast races the allowances should, therefore, be increased.

3. Light breezes favor the small yacht. In breezes lighter than the average for which the tables are constructed, the speed of the large vessel is relatively decreased and the speed curve approaches more and more towards that of the 40 per cent tables. For such relative speeds, the 60 per cent allowances are too great and the use of such allowances gives an advantage to the small yacht. In light breezes and slow races the allowances should, therefore, be decreased.

Any system of handicap allowances, whether by distance or by time, to be successful must be based upon these fundamental facts. And there are other general considerations that a proper system of handicapping should meet. The actual handicaps or allowances should be independent of a competitor's actual performance during the race; by no act of his own, after crossing the starting line, should he be able to increase his own allowance or to decrease the handicap given to his competitor. Each competitor should have full liberty of judgment as to the handling of his yacht, as to the sails to carry, and as to the exact course to be held; but the methods of handling and the sails carried should not change the handicap.

The handicaps should be easily calculated, so that each competitor may find his own allowance and the handicaps he must give to each of his rivals. At times it is of vital importance for a racing skipper to know just how he stands in a race. If he be within his allowance and has the race in his hands, safety and conservative sailing is demanded; but, if he be just without his handicap, desperate chances may be taken. In such conditions, an owner is warranted in the dangerous carrying of sail or in making a "North River" jibe all standing.

In considering the advantages or the disadvantages of the various possible systems of handicapping, heretofore used or now proposed, all these various basic conditions should be given due weight.

Allowance Based on Distance Sailed

This is the standard system. With the possible exception of six years, from 1867 to 1873, it has been used by the club since its organization nearly a century ago. Details of calculation have varied; the rate of allowance per mile has varied; but the basic method of fixing the allowance by the distance sailed has not changed. At times the full allowance for the race has been arbitrarily fixed; it has been determined by the relative sizes of the competing yachts, by their tonnage, by their sail area, and by their racing length. Again, the rate of allowance per mile has been similarly varied — fixed by

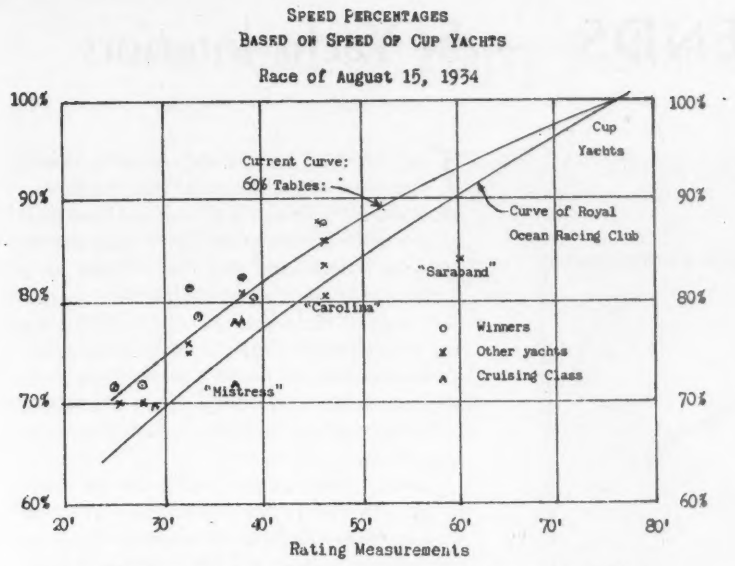


Diagram showing results of the race of August 15, 1934

purely arbitrary considerations, or determined by tables calculated from some theoretical speed curve. But always the allowance that one yacht granted another depended upon the distance sailed, upon the length of the race in miles.

The practice in all these years has been to make the allowance independent of the actual weather conditions under which any particular race might be sailed. The total allowance for the course, or the rate of allowance per mile, has been adjusted for the average conditions of a season's racing and generally, in principle, adjusted so as to give the larger yacht a slight advantage. The many committees which have considered this question of allowances have apparently felt that it is better policy — better for the sport itself — to have such advantage, if any, on the side of the larger yacht. In winds of average summer strength and in stronger winds, therefore, the large yacht should be the winner; light airs and drifting matches give the smaller yacht an advantage. But, of course, changing conditions in a single race cannot be allowed for. Light airs followed by strong winds give the small boat the advantage; strong breezes dying down to light airs towards the end of the race always mean victory for the larger vessels.

And the tidal currents cannot be allowed for. A strong favorable current will effectively shorten the course and give a decided advantage to the small boat; adverse currents lengthen the course and help the larger yachts.

All that is hoped for, under the present system of giving a definite allowance of time for the distance sailed, is to strike the happy average; to give to the larger yacht, in the long run, a slightly more than even chance of winning. And the system has worked out extremely well in practice, has worked to the general satisfaction of the great majority of yachtsmen.

Handicaps Based on Elapsed Times

So long as all the yachts "walk the tight rope" of the theoretical speed curve, the method of basing the "corrected times" upon percentages of the times "of making the race" is correct in principle and gives identically the same results as the standard method of calculating the allowances by distance sailed. But, so far as the records show, no race has ever been so sailed, and the chances are many millions to one that no race will ever be sailed in which the various yachts conform exactly to the requirements of the speed curve. The moment the yachts fail to sail the course at their respective theoretical speeds, that moment this percentage method becomes incorrect and gives results far less satisfactory than the present method of granting fixed allowances.

The results of over seventy years' experience in the New York Yacht Club, the results of many investigations of methods of granting allowances and handicaps, all these results and investigations show that for fast races both the rate and the amount of the allowance should be increased; show that for light airs and slow races both the rate and the amount of the allowance should be decreased. The standard method of calculating by distance keeps the allowances fixed, grants the same allowance for all races, both fast and slow, and thus favors the large yacht in fast races and the small yacht in slow races. This is the defect of the present method. But the method of calculating the corrected times as fixed percentages of the elapsed times exaggerates this defect and makes matters worse instead of better. For such method results in a decreased allowance for fast races and an increased allowance for slow races. It directly reverses the results of experience and it violates the basic principles upon which are based all speed curves and all modern systems of handicapping.

All of this is seen by reference to our hypothetical fast and slow races. Under average conditions yacht *A* was supposed to sail at 60 per cent of the speed of the standard yacht of larger rating; when the two yachts sailed at these respective speeds, both methods of calculating the allowance made the race a dead heat. But as the wind increased, the larger yacht sailed relatively faster and the speed of *A* was only some 56 per cent that of her larger rival. And to give *A* her due allowance and to make the race a dead heat, the "corrected time" should be calculated with this percentage. The use of the 60 per cent standard, or theoretical percentage, in the calculation will naturally make the "corrected time" greater, the allowance less, and throw the race to the larger boat. In fact, by this calculation the large boat wins by 3.8 minutes. Under the standard system of a fixed allowance, this margin would be only 2.4 minutes. Thus, in fast races, the percentage system grants a smaller instead of a larger allowance, makes the "corrected time" of the small boat too great, and accentuates and greatly adds to the corresponding defect of the standard system now in current use.

And similarly for slow races. Yacht *A* sails at a relatively higher speed, sails at 64 per cent the speed of the standard. To make the race a dead heat, the "corrected time" should be calculated with this percentage (64). The use of the theoretical 60 per cent will, therefore, make the calculated "corrected time" too small, will give too much allowance and throw the race to the small boat. In this case the small yacht wins by 4.1 minutes, as against only 2.0 minutes when the allowance is based on distance. Again, the percentage method fails — and fails more disastrously than the method in common use.

Similar results are shown by a race, cited by our author in support of the speed curve and methods of the Royal Ocean Racing Club. This was a cruising run from Vineyard Haven to Newport, distance, 37 miles, made in light breezes of 6.4 knots, increasing towards the finish to some 12 knots. This appears as a slow race and the author selects, as his exhibit, the class of cruising schooners and, even in this single class, restricts his exhibit to three yachts out of seven starters. The data for these three boats follows:

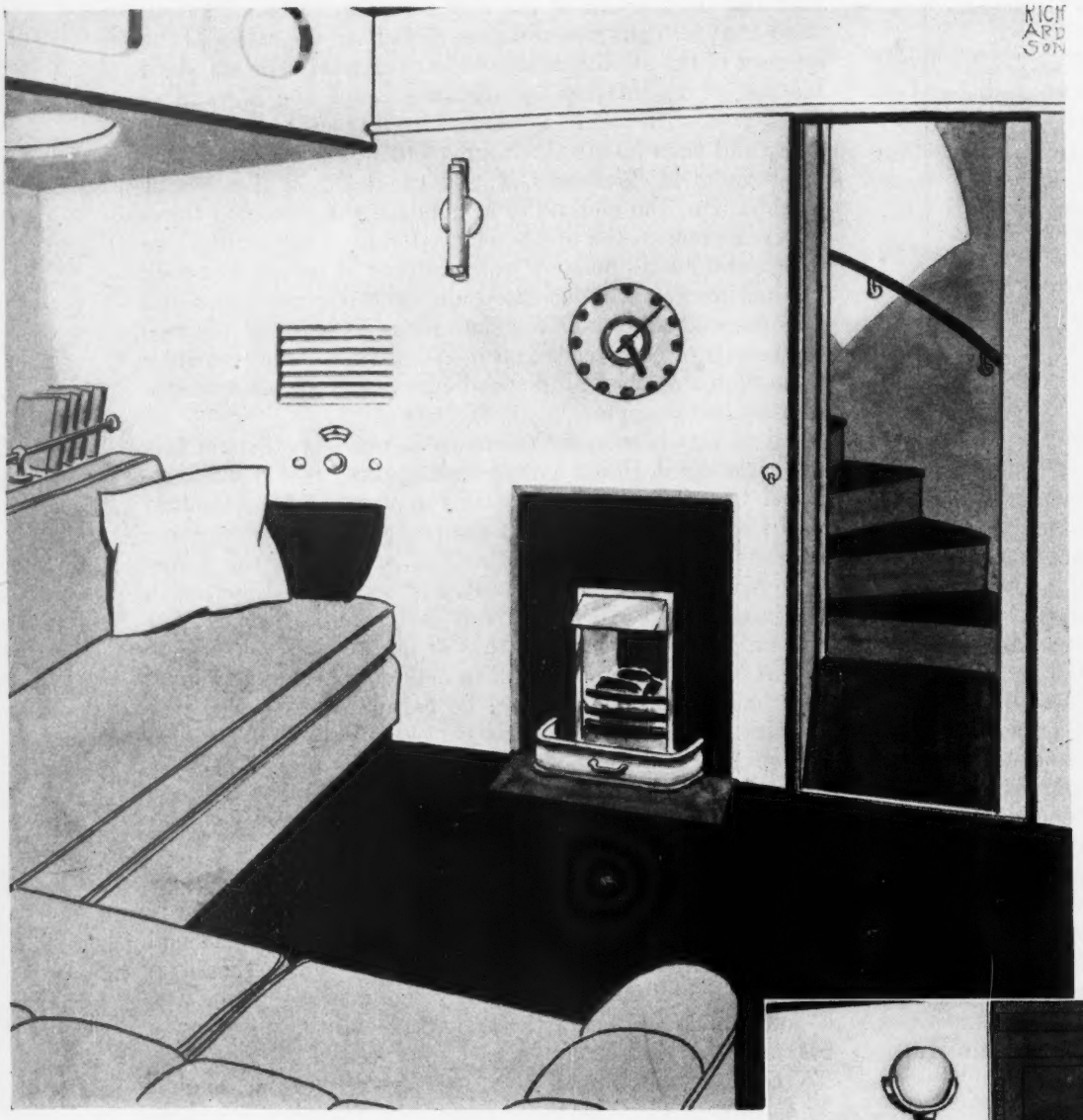
Race of August 15, 1934

Yacht	*Rating*	*Elapsed Time*	*Speeds*		*Ratio*
			Actual	Theoretical	
Mistress	51.5	6:52:59	5.375	7.428	72.4%
Grenadier	45.7	6:26:18	5.747	7.155	80.3
Musketeer	33.9	7:00:21	5.275	6.491	81.2

The ratings, thus used by the author, are those of the Cruising Club of America, which differ materially from those as

(*Continued on page 220*)

TRENDS — In Yacht Interiors



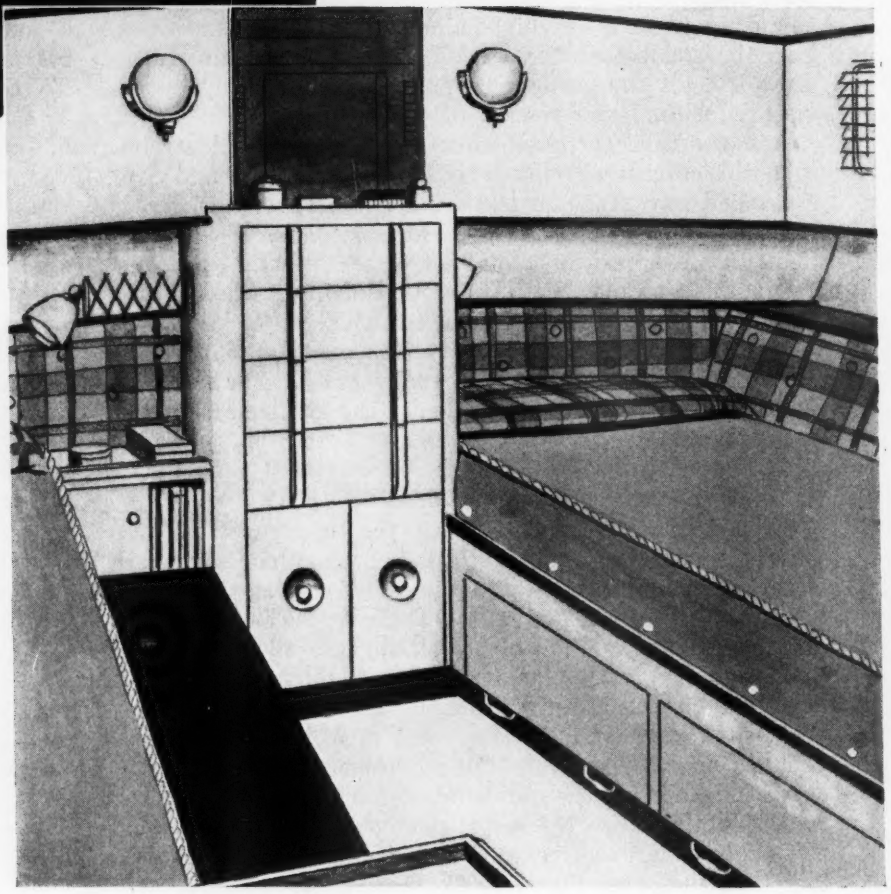
THE trend of modern decoration is toward simplicity and it is natural that the modern yacht shows the influence of what has been done ashore in the last few years. Thirty years ago the old-time boatbuilder, and the old-time naval architect, also, built up his bulkheads of a multitude of small, rectangular panels. And the effect was much admired. Today, the discriminating designer suppresses all panels and uses large plane surfaces instead, with a delightfully restful effect. This also produces a surface which is easy to keep clean.

Cabin tops are now insulated so that the cabin, its top exposed to the sun all day, does not grow too breathlessly hot by evening. For cruising, when days are cool and nights cold, even the smaller yachts are now supplied with small fireplaces whose cheery glow takes the chill off a damp, cold cabin.

In small compartments, where a swinging door would sweep too great a proportion of the space, sliding doors, set between two wall-board bulkheads, are substituted. Radio sets and even clocks are built in nowadays, only the tuning knobs and the clock dials projecting.

Lighting fixtures, long the bane of the small yacht designer, when there was little choice in stock fixtures and the manufacturers' idea of art was a fish swallowing a globe, may now be had in simple, modern forms of clean lines and with great lighting efficiency. Some modern yachts even use indirect lighting successfully.

A pleasing cabin, with plain upholstery and modern lighting fixtures. A small fireplace supplies warmth in cool weather. The clock and the radio set are built-in, only the face of the clock and the tuning dials of the radio projecting above the surface of the bulkhead. The bulkhead is a plane surface instead of being built up of a number of small, rectangular panels.



A modern stateroom, with batten handles on the chest of drawers and countersunk handles on the large lower drawers. A simple check is used in the upholstery and the bed covers are tailored of plain material and buttoned down so that they show no wrinkles. The mirror has no cumbersome frame around it and the lighting fixtures are neat and simple and in good taste.

As Seen by Harry Richardson

And when we come to the joinerwork, nowadays the corners of tables and bureaus are rounded and there is toe room under the fronts of built-in divans, bureaus, bunks, etc., so that one does not stub his toe when nearing them. And handles for drawers have come a long way from the old type of projecting knob. Now they are of the batten type on chests or underslung on drawers, or countersunk, preventing injury when one happens to be thrown against the furniture when the boat gives an unexpected roll.

Upholstery now is plain and may be scrubbed. Slip covers and bed covers are of denim or khaki, well tailored, and the bed covers are buttoned down. Checks and stripes are the thing today instead of gay chintzes and other highly figured patterns. The simplest of curtains may well replace some of the boudoir effects lately seen, for the space below on a boat is none too great and large patterns make the space look smaller.

Carpets may have inlaid designs, with nautical motifs, or at least may be of solid colors instead of being broken up by large and variegated patterns.

And, instead of the tiny circular air ports so long in vogue, now we see larger rectangular windows, most of them fixed in place, ventilation being obtained by mechanical means.

The total result of all these changes from the old, accepted plan is to produce an interior that looks larger than it really is, that is comfortable and easy to maintain in good condition.

The 1937 deckhouse interior would have looked severe in treatment a few years ago but today it is most pleasing. The sashless windows drop down out of sight and their curtains are of simple stuff, easily washed. Joinerwork is plain and substantial and the upholstery is in keeping with it. Plenty of light is provided for the chart table.

Thirty Years of Marine Engine Development

By

GEORGE F. CROUCH

THIRTY years ago, although it seems like yesterday, I walked into the Motor Boat Show as proud as a peacock with my first commission from a publisher of one of the boating magazines to write a story about the motors exhibited at the Show. The editor of that magazine didn't know a cylinder from a crankshaft but what a story he could write! I felt that I did know something about motors but my struggle to tell what I saw was pitiful.

Looking back at that Show, I believe what would impress me most, could I again attend it, would be the fact that more than half of the motors exhibited were of the two-cycle type. Only the larger, more expensive and more powerful machines were four-cycle motors such as we commonly use today in all classes of boats, the two-cycle type being used only in outboard motors now.

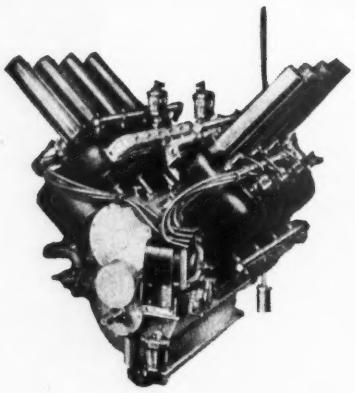
There was a sound reason for the preponderance of the two-cycle motor in the early days. To build a good two-cycle motor by the methods then in vogue required little shop equipment other than a decent lathe, a drill press and perhaps a planer or milling machine; the castings could be obtained from almost any local iron foundry. Machine work on the four-cycle motor with its gears, valves, camshafts and springs, required a shop with more and better tools.

Even for motors used in work boats and cruisers, the two-cycle type was the more popular. It was the typical marine motor until the influence of automobile motor construction began to be felt in the marine industry which, strange as it may seem, is far older than its more prosperous young sister. The old two-cycle motors were uneconomical, using about double the amount of fuel to produce a horse power that is used today. That, however, was of little moment because gas was cheap.

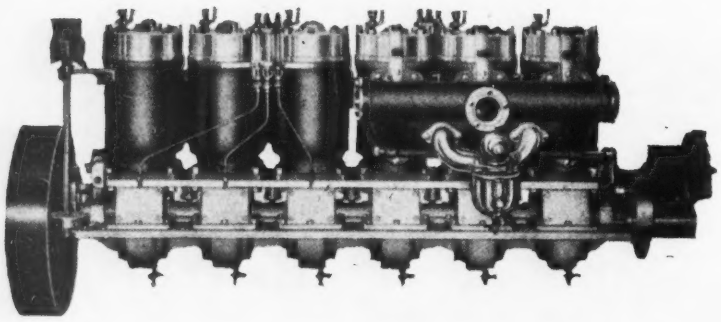
In this Show of thirty years ago another thing we noticed was that practically all engines, whether of the two- or four-cycle type, had cylinders separately cast. A few four-cycle engines might show the cylinders cast in pairs but no engineer dared design a single casting containing four, six or even eight cylinders in a single block according to our common practice today. The art of the foundry has developed so that the marvelously intricate castings used in modern engines can be made without excessive cost and without having walls thin in one spot and thick in others. Naturally, with separately cast cylinders, there was a tendency to make a great number of models using the same cylinder casting and offer it in either one, two, three, four, six, or even eight-cylinder arrangements, the cylinders in multi-cylinder models being strung along like the units of a parade.

There was a decided tendency to appeal to the experienced

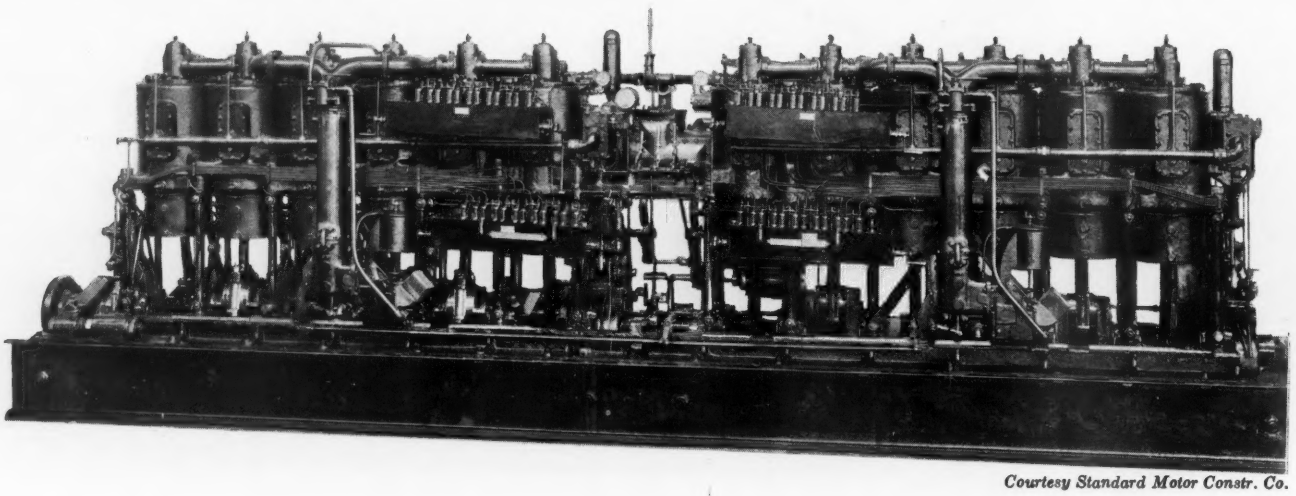
Right, an 8-cylinder "V" type motor of 1912, rated 80 to 100 hp. It was fitted with piston valves with rings



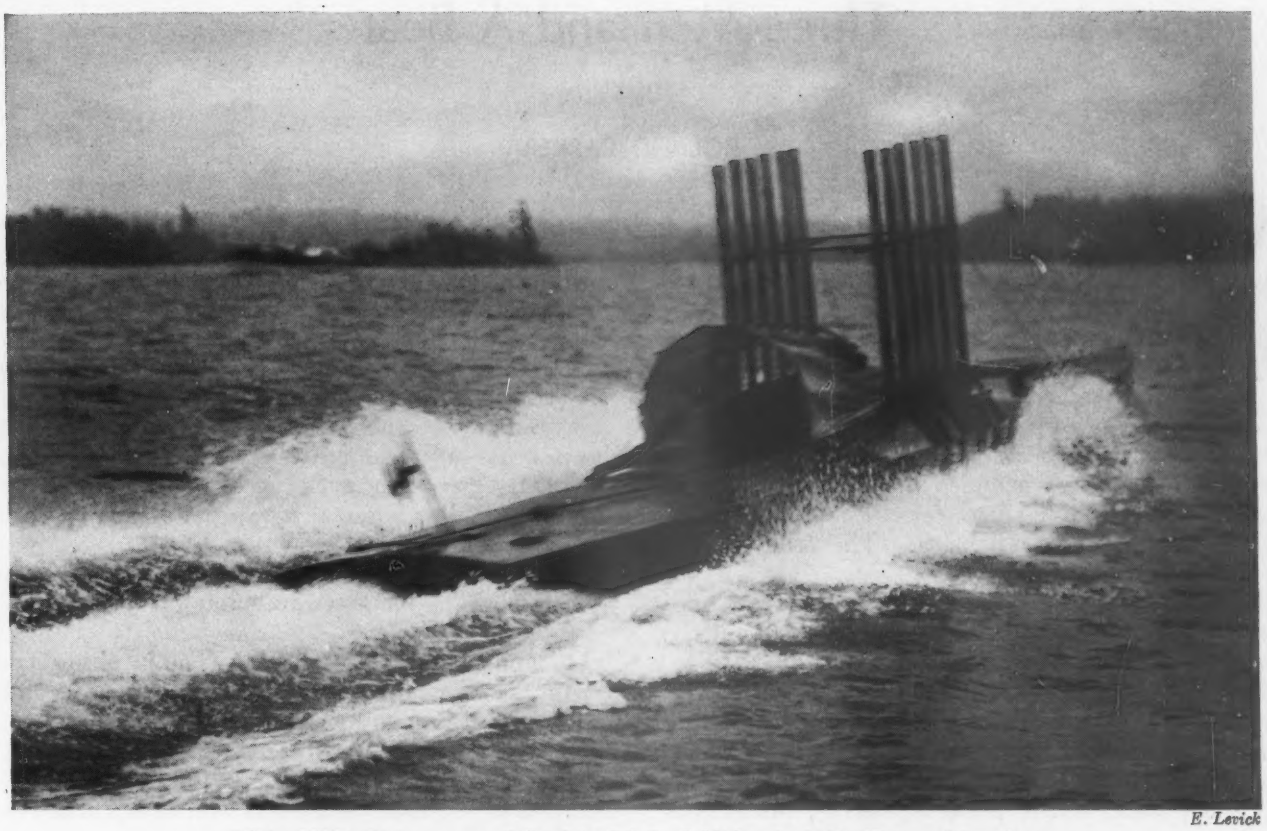
Below, a 6-cylinder two-cycle engine of 1910, rated 60 to 80 hp. and advertised as "Especially designed for speed . . . the most compact six-cylinder engine manufactured"



Below, a four-cycle, 600 hp. "open frame" engine. The design, with the cylinders supported by steel rods, resembled that of the steam engine. Notice the four lubricating oil reservoirs and the maze of copper piping leading from them



Courtesy Standard Motor Constr. Co.



E. Levick

"Chip III," which unsuccessfully defended the Gold Cup in 1908. She was driven by a pair of 6-cylinder engines, exhausting directly to the air. Her speed was 30.8 m.p.h.

steam engineer by making the larger four-cycle motors look as much as possible like a steam engine, regardless of whether or not that was good design. Cylinders were set up on a framework of steel rods, mounted on a bed plate and closed in by sheet brass guards to prevent oil being thrown all over the engine room — which happened, anyway, in spite of the guards. This design persisted for years; this model was produced in thousands as late as the World War, due, of course, to the fact that the steam engine men in charge of naval affairs in Washington liked the looks of it. Today, even the veriest tyro would know without being told that such a design would be out of the question if a clean engine room and proper lubrication were desired.

Many of the names familiar to us today would be found at the Show. I can think of ten companies building marine engines today which date back at least the thirty years we are considering — Bridgeport, Fairbanks, Gray, Lathrop, Murray & Tregurtha, Palmer Bros., Speedway, Standard, and Sterling. There may be others which have escaped my memory.

While it is true that there is a tendency for the average motor to have more cylinders now, still, some of the unusual engines of those days were rather astonishing. The average two-cycle motor used in the small open boat or cruiser, work boat or fisherman, had two cylinders at most. Cylinders were quite large, sometimes with a bore of seven or eight inches, with the pistons looking like gallon cans. Then, as a freak, many of the manufacturers made an engine with a string of six or eight cylinders which, however, never achieved great popularity or reliability as it was quite impossible to keep them all firing evenly and regularly.

Motor speeds have increased tremendously. The heavy duty motor of thirty years ago turned 350 to 450 r.p.m. The other day I noticed in a catalog a motor rated at 1800 r.p.m. described as a heavy duty model. This tremendous increase in revolutions has both its good and bad aspects. It is decidedly good from the standpoint of the power developed on a given bore and stroke, but it is horribly inefficient considering the efficiency of the propeller in applying this power to the average boat. Our modern motors turn far too fast to get the best results from the propellers and even the reduction gears which can now be obtained with almost every motor do not reduce the revolutions nearly as much as they should. To illustrate, the *Idaho* and *Ailsa Craig* — peace to her sunken timbers — raced to Bermuda in 1907, the first ocean race for motor boats. *Idaho* was a husky, double-ended boat, 60 feet long, 12 feet 3 inches beam. Her motor was a four-cylinder, four-cycle Standard, normally rated at 26 horse power, actually developing about 37 or 38 horse power at its maximum. *Idaho's* actual speed was 12 miles an hour with the motor turning 340 r.p.m., developing 37 horse power. This remarkable speed for her power was due entirely to the fact that the propeller turned most of the power of the motor into useful work driving the boat.

High speed motors in the early days turned about 1200 r.p.m. It was considered impossible to design a wheel that would be efficient at much over a thousand r.p.m. There we were wrong, as experience has shown, but we seem to have forgotten how efficient the slow turning propellers actually were.

Progress in motor design and construction cannot be considered a matter apart from the development of all the accessories that make up the complete motor. The modern motor could no more run without modern spark plugs and ignition systems than a modern motor car could make long distance high speed journeys without modern roads over which to travel. And, by the way, here is a thought for the critics of our marine industry to bear in mind. Fully fifty per cent of the gain in comfort and speed in motor car travel is due to improvement in road building, not to improvement in the vehicle itself. Unfortunately, the boat still runs on water as rough and as uncontrolled as when Noah sailed his Ark.

The ignition systems of early marine motors were fearful and wonderful. What was known as "low tension" or

(*Continued on page 230*)

Three Men and A Boat

By

ROLAND BARKER

A GRIP on the shoulder, and a voice softly intoning the words: "Look alive. Get into your clothes, please," awakened me. Sitting up in my bunk in the forecastle of the schooner yacht *Molly Auk*, I blinked in the lamp's glow. Captain Bullwanger, his figure muffled in a heavy greatcoat, hovered over me, shaking me impatiently. Fitz, yawning and cursing, was getting into his sea boots.

"What's the idea?" I demanded, looking at my watch on the bulkhead. "It's only three o'clock!"

Bullwanger's face was like a mask. "The wind is fair," he said. "We're getting under way."

"At this graveyard hour!" I said. "Are you crazy?"

"There's method in my madness," he replied quietly. "Anyway, the responsibility is mine, sir."

I said no more, but exchanged significant glances with Fitz, who bared his teeth and tapped his forehead. Bullwanger left us and returned to the deck. Minutes later the creaking of our halliard blocks sounded through the darkness and soon, under a full press of canvas, *Molly Auk* reached like a ghost into the Sound. As we rounded Harts Island and shaped a course for Execution Rock, the lights of City Island gradually grew dim, till finally they vanished like dying embers. At the sight of Archy Bullwanger sitting calmly at the wheel, his face aglow in the binnacle light, I relived the startling events of the recent past.

\+ + +

It had all begun a month before, when friend Bullwanger, then broke and unattached, came to me with a request for two hundred dollars.

"Two hundred!" I said. "Why that's my tota! wealth."

"Splendid!" he said warmly. Then in breathless tones he unfolded his plans for my immediate future. "She's a 76-foot schooner — cost fifteen thousand bucks. We can buy her for six hundred cash," he rattled on. "And with me as captain, we can charter her out and make a fortune. Your pal Fitz has already come across. Now, my dear fellow, the rest is up to you."

"With you as captain?" I began.

"Certainly," he said hurriedly. "A man of my qualifications —"

At the shipyard next morning, Bullwanger surveyed *Molly Auk* with all the aplomb of a Lloyd's man "Boys," he said finally, to Fitz and me, "if her topmasts were aloft, we could launch her tomorrow."

But I had removed the floor boards in the main cabin, and there were the seams in her bilges as wide open as a wicker basket. Furthermore, upon opening some fore-and-aft lockers, we were fanned by a cool breeze which blew through chinks in her topsides.

Bullwanger merely smiled at our obvious distress. "She's only been out of water two years," he said. "A few days afloat and she'll swell tight as a drum again."

His optimism was so contagious that we bought the craft that very day, after which Mr. Bullwanger immediately conferred upon himself the title of "captain." We protested, of course, but subsided into astonished silence when he pulled a crumpled letter from his hip pocket and shoved it under our noses. This fateful missive was from a prominent society man, a Mr. Hallowell Horsey, who had agreed to charter our ship, provided we could pick him up at Montauk — within a fortnight.

Bullwanger was like that, always springing surprises. One had to admire his nerve chartering *Molly Auk* before we had even bought her.

I felt pretty glum. How we could possibly get the vessel ready for sea in two weeks was beyond my comprehension. Archy, however, his chest already expanding beneath a blue, brass-buttoned coat, expressed the most optimistic views. He grabbed a yachting cap, one which I had previously selected to adorn my own pate, and placed it on his head, cockbill fashion.

"You boys may knock off for the day," he announced. "From now on, just leave everything to your captain."

On launching day *Molly Auk* was an inspiring sight as she lay on the ways, her underbody and topsides gleaming with fresh paint. I had no sooner stepped aboard when she began to move slowly down towards her element. Clad in red sweater and blue pants, Archy Bullwanger cut a gallant figure as he stood in the cockpit with folded arms. Occasionally he would bow stiffly in acknowledgement of the plaudits of yachtsmen gathered on the pier. The gurgle of water lapping against our hull was at first a pleasant sound on that bright summer morn.

"Gad, sir," Bullwanger sang out to me, "she takes to it like a duck."

"Quite so, captain —" I began.

But a muffled yell sounded from the cabin below, "What the — ? H-e-y, on deck! *On deck!* — We're sinking!" and a moment later Fitz dashed up the companionway with a half-empty beer bottle in his hand.

Despite certain rude remarks which emanated from the spectators, Archy maintained his proud bearing. Evidently, he felt confident that Fitz was either drunk or joking.

Going below, however, I heard a noise as of a rushing torrent coming from the after cabin. A second sufficed to remove a floor board. There was the leak — a fountain spouting from a gaping hole around the sternpost. Nor was this all. Great streams began to pour from the fore-and-aft lockers. When Archy came below, I was standing ankle deep in bilge water.

"Hmmm!" he mused. Then, noting my expression, "Keep your head, sir, keep your head."

"The hell with you!" I said. For, instead of ordering a caulking job, he had merely instructed the yard to plug her up with putty.

Two more precious days were lost before *Molly Auk* was successfully launched. She still leaked badly but, by manning a huge suction pump which the yard had compassionately lent us, Fitz and I managed to keep her afloat.

\+ + +

So here was *Molly Auk* at this moment ghosting along with a snore from her lee bow wave and the song of the wind in her wire rigging. With a green glow to starboard, a red glow to port, we sailed northward and slipped past the light on Execution Rock. We were a good twenty miles from City Island, and I was pondering the reason for our early getaway, when Bullwanger announced that he had neglected to pay the shipyard bill.

"It's not at all like me to be so forgetful," he said. "I

"Fine work, boys," said Archie

shan't be surprised to find the sheriff awaiting us at Montauk; he'll blister the ship, too."

"Yes," Fitz said savagely. "And I hope he includes your sit-upon."

Archy did not reply. In the glow of the binnacle light he grinned at us. Stars were dim in the paling sky when, twenty-four hours later, *Molly Auk* glided silently out of the dawn mist and hove in sight of the Lake Montauk breakwaters.

It was 8:00 a.m. We were lying off the yacht club when a launch headed toward us. To Archy's relief, it contained, not the sheriff, but Hallowell Horsey, a tall, grim-faced New Englander, and his two daughters. Acting under our captain's orders, Fitz and I stood at attention by the gangway as our guests drew alongside.

"Aha, sir!" said Bullwanger in ringing tones. "Welcome!"

"Ha, yourself!" said Mr. Horsey, eyeing the colossal pump. "She's leaking, eh?"

"Leaking, sir?" Archy looked pained. "No, I wouldn't exactly say that. Just a little, what you might call — sweat, sir, on the inside."

An ominous silence prevailed as the entire party went below. Presently Mr. Horsey returned to the deck alone. "She's sweating all right," he said. "Her bilges are flowing over. Go down and take a look at your carpets; they're sodden — and, damn it all, Captain Bullwanger, I have a bad cold."

But Hallowell Horsey was a sportsman. There was a twinkle in his eye when he told us to step lively and make sail for New London. A gale of wind was blowing outside. The sky was overcast and gloomy and flying scud whipped its way across the lonely dunes. No day, I thought, to be risking a run over to New London in a 30-year-old schooner that had been out of water for two seasons. With her mains'l sheeted home to that wind, and in the big sea running, she would more than likely open up like a Norwegian lumber drogher.

I expressed my thoughts to Bullwanger but nothing short of a hurricane would have deterred him from clapping every inch of canvas on her on this occasion of his first command. Graciously, he suggested that I put a little beef on the stays'l halliard.

Heading close to the wind, on the starboard tack, *Molly Auk* began to ship big gray combers in a most alarming fashion. Soon she was scooting along at ten knots with her lee rail buried. I looked at our guest but he returned my worried frown with an expression of profoundest joy. Salt spray thrashed against his oilskins and poured from his sou'wester, as he sat in the cockpit with water foaming about his knees.

"This is the stuff," I heard him mutter. "Why did I ever take up law?"

"Why did you, sir?" I said, by way of getting next to him. "You're just the type of man I'd imagine as master of a Cape Horn gypsy. By gad, I can picture you on a windjammer's poop, roaring your orders into the teeth of a raging blizzard."

He liked that. I could tell by the way he thrust out his jaw and momentarily turned his face toward the hard driving spume and rain.

"By the way, sir," I said, following up my advantage, "this vessel is — er — sweating a little, you know. A wise mariner always knows when to shorten sail. Do you think we should douse those tops'ls?"

"No!" Bullwanger said over my shoulder. "We'll bend or bust her."

Suspecting that he had read that expression in some nautical book, I went down the companion ladder and stepped into a swirl of water in the main cabin. The sea spouted through the topsides in fearful volume. The lee settee locker was brimming over and all the perishable goods in it were completely ruined.

From the toilet, port side for'ard, I heard guttural, agonizing sounds, and presently Fitz appeared, his face the color of Cape Horn pea soup. "What a sucker I was," he groaned, "to let you crooks rope me in on this deal."

When I suggested that he lend me a hand with the pump, he muttered something about his desk in the Chrysler Building. Staggering up the companionway, the first thing we saw was Archy Bullwanger's dripping face alight with the expression of a fanatic.

"How do you chaps like it?" he yelled. "Next year, when you've got the hang of it, we're going to beat Ahto Walter's Transatlantic record."

Hallowell Horsey opened his mouth to speak, but a stinging sheet of spray thrashing over the weather bow almost choked him. He merely spluttered his joy.

I crawled aft. "Captain Bullwanger," I shouted, "the cabin's flooded. We'd better stow the tops'ls before the masts carry away. We can't do any pumping with her lying over like this."

Bullwanger patted my arm, beaming at me most glowingly.

"Smart of you, very smart," he said, "anticipating my orders like that."

When the tops'ls were stowed, I found myself wondering how they had stood the heft of the wind. Eased of this burden and with a reef in her mains'l, *Molly Auk* behaved better. For an hour Fitz and I labored at the pump, until at last we rounded into smooth water under the lee of the land. *Molly Auk* glided on an even keel into New London harbor, having covered the twenty-five miles from Montauk in two hours and twenty minutes by Bullwanger's Ingersoll.

Our captain did a hair-raising job of guiding *Molly Auk* through a crowded anchorage. Wide-eyed, with mouth agape, Horsey sat speechless in the cockpit. I venture to say he will never forget the amazed expressions on the faces of an elderly lady and gentleman aboard a trim white schooner, as we bore relentlessly down upon them. When we rounded into the wind, within jumping distance of the schooner's stern, the two anxious spectators scurried below like rabbits. My own knees were a-tremble as I looked at Fitz. He, poor fellow, was pale as a ghost and jibbering like an idiot.

"You'll please me, gentlemen," Archy sang out, "by showing your mettle. . . . Lively now, lower away the mains'l, and stand by to drop the anchor!"

Fitz and I went hungry that night. When Bullwanger casually informed us that Horsey's pretty daughters were sloshing around in the main cabin with their sea boots and oilskins on, we were obliged to man the pump again. No one thought of relieving us, but at sunset the pump gasket suddenly gave way.

"Fine work, boys," said Archy, coming on deck at that moment with his mouth full of chicken and a drumstick in his hand. "Keep it up, you'll have her dry by midnight."

"Listen," I said, grinding my teeth, "go on and eat that damned fowl!"

Deeply offended, he stared at us mutely, as we launched the dinghy and headed for the landing. It was imperative that we find a new gasket or borrow a pump somewhere, else *Molly Auk* would be on the bottom before dawn. Ten minutes later we made the boat fast and trudged along to the wrecking company's yard, only to be met at the gate by a wizened old watchman, who stared at us suspiciously and spat tobacco juice on my bare feet.

"Our ship's sinking," I gasped. "Be a good fellow, let me use your phone."

Reluctantly he fumbled for his keys and unlocked the gate. Once in the office, I raised the boss on a crackling wire and explained the gravity of our situation.

"What yacht did you say?" he demanded.

"*Molly Auk*," I said. "*Molly* —"

"O-o-oh, Astorbilt's boat! . . . By all means. Yes, of course. Anything you want, sir."

"No, no!" I shouted. But the boss was all for Astorbilt and fond reminiscences of a big job he had done for that famous yachtsman during the previous summer. Finally he asked for the watchman.

The old fellow listened for a moment, then he respectfully bade us follow him to the dock. Presently the beam of his flashlight fell upon an enormous pump and a length of six-inch hose. Fitz now departed for the dinghy. The night was black as ink and, when twenty minutes had passed, only the splash of his oars indicated his return.

The watchman, who had evidently been told that we were members of Astorbilt's party, was most coöperative. Setting to with a will, he helped me drag the pump to the dock's edge. Looming grotesquely in the darkness like Davy Jones himself, Fitz stood up in the boat to receive it.

"Easy now," I said. "Are you ready, lad?"

Fitz grunted. Slowly, we slid the monster into his arm. Suddenly a deep sigh, like air hissing from a pricked balloon, escaped his lips. "L-l-lookout, h-hold on," he stuttered. But we couldn't hold on, and as the dinghy began to heel, he let out a frenzied yell — "H-e-y!" Instantly, he and the pump were gone, and a loud splash resounded in the gloom.

Around our feet the coils of the hose flew out, writhing like a boa constrictor, till the nozzle suddenly vanished. I called out, "Are you all right down there, Fitz?"

"Yes, you sap!" came the spluttered reply. "My mouth's full of garbage."

The watchman spat and moaned — something about his job and the boss. My sides ached, my cheeks swelled. Finally, I exploded. Fitz's swearing echoed hollowly in the night as he clasped a slimy pile. When he had at last climbed onto the dock I returned to the office and telephoned the boss again. The wires buzzed, but I heard his words. "Don't lose any sleep over it. Tell Mr. Astorbilt —"

"Damn it all!" I said. "I don't know Astorbilt!"

"Astorbilt! Got you the first time," the voice went on, a little impatiently. "We'll guarantee service — get you another pump in the morning."

"Good night!" I snapped, and hung up.

Half an hour later we were elated to find *Molly Auk* still afloat. Drawing alongside, we saw three figures silhouetted in the glow of a lantern. Archy Bullwanger was one of them. We heard his voice, "Splendid! Splendid!" Someone began pumping, and a stream of water cascaded down upon us. I was so mad that I promptly jumped overboard with all my clothes on.

"Seven bucks for the gasket and my labor," said a voice, as I rose to the surface.

"Reasonable, too," said Archy. "You may send your bill to Mr. Hallowell Horsey, to his New York office, sir."

Incomparable Captain Bullwanger! During our absence he had hired a plumber from ashore. The pump was now as good as ever and he had not even soiled his hands. Fitz squeezed my arm as I pulled myself onto the gangway.

"Calm yourself," he said.

Having eaten nothing since breakfast, we hastened below and surveyed a well-filled ice box. In the twinkling of an eye, his hand was clutching a cold roast chicken, while I selected a red lobster and a bottle of ale. Fitz wasted no time looking for a bottle opener, but broke off the neck against the galley stove. He was standing with the sadly mutilated fowl in one hand and the bottle in the other when Mr. Horsey appeared in the doorway with an undeniable request that I run him ashore — at once.

Moments afterwards, he was sitting in the stern sheets of the tender when, without warning, the engine backfired with a startling bang, the flywheel reversed and, losing way, the infernal craft began to gather sternboard.

With a loud hiss, Horsey stood up, took off his hat, and — jumped on it.

I fumbled frantically for the switch, forgetting in my excitement that it was not even connected to the ignition system. We picked up speed. Then the steering gear jammed; we swept around in a wide circle, and finally crashed into an anchored cat boat.

My passenger tore his hair, babbled something about "going home with the girls."

"W-why didn't you stop it?" he finally spluttered.

And I wondered myself why I had not thought of pulling the wire from the spark plug. I set him ashore at last. He strode away with a haughty air, but I thought I heard him chuckling in the gloom.

(*Continued on page 226*)

JANUARY, 1937

"Anchor's Aweigh!"

A 48-Foot Cruiser

"Anchor's Aweigh!" is owned by H. R. D. Wilson, of Baltimore, and was designed and built by the Elco Works. She is 48 feet in length over all, 12 feet 4 inches beam, and 3 feet draft. A pair of Elco gasoline engines, developing 145 horse power each, give her a speed of 19 miles an hour. Above is the deckhouse, looking forward, while at the left is a view of the owner's stateroom. Last summer Mr. Wilson cruised on the Great Lakes in his yacht and she is now in Florida, where she will spend the winter.

New England's South Seas

Part II

"New Lands, New People and New Thoughts to Find"

By

GEORGE M. SHEAHAN, M.D.

The cat yawl is a handy rig for cruising. We thought that "Two Sisters" was the only cat yawl on the coast but at New Bedford we found two more

DARKNESS came on with a chill and a glow in the northern sky followed by broad splashes of fire. As these faded and changed, we recognized them as an early display of the Northern Lights. As we rowed out, a meteor tore across the sky, bathing the harbor and the village in the fiercest white light I've ever seen. It was an awesome sight and we were glad to get below the wet deck into the snug cabin and light up; the heat left in the stove was cheering for it had struck in quite cold. We lay awake quite a while that night, the Captain and I, talking over the events of the day and thinking of the wild poetry of the coast, the Bow Bells which we had turned that afternoon; the Roaring Bulls, Black Ledge, the Selvagges, High Pine Ledge, and of others far away — Normans Woe, and Sambro, the Rock of Lamentation. Finally, we drifted off to sleep, only to be awakened at midnight by a southeasterly wind and swell, not rough, but worrisome since Mattapoiset is badly exposed in a southeaster. We considered moving over on to the flats but nothing came of it for, about 1:30 a.m., the wind shifted into the southwest and we had a comfortable night after all.

A very light northeast wind with scattered fog banks greeted us in the morning, but we got under way early, retracing our course out past Angelica Point, thence picking up, in order, Nyes, Cormorant Rock, West Island can and New Bedford bell, keeping well to windward of them all. For a little while off West Island we were in thick fog, but the Captain, whose navigating is as detailed and careful as in whaleship days, was sure of our position all the time and we almost ran down the New Bedford bell. His method? Careful readings of the log with notes of the course and position at hourly intervals written down on the chart. Frequent use of the lead. The dangers? Collision, falling overboard, mistakes due to currents, possibly running ashore. "If in trouble or worried," he used to say, "retrace your course or anchor. But it's best, if possible, to stay in port in foggy weather." We anchored in front of the wharf at the New Bedford Yacht Club and received a warm welcome at that historic old house.

Across the Acushnet from New Bedford, lies Fairhaven, the site of the "*Spray* shipyard." We had long wished to visit and identify that spot. Just where was it? A letter from Victor Slocum said, "In Oxford village close to Allan's Boat Shop;" the book itself tells of the bridge and of whaling captains walking over from New Bedford and says: "Nearby rested the ashes of John Cook, a revered Pilgrim father. I could put out my hand and pick cherries that grew over the little grave."

With these guides and through the kindness of Miss Elizabeth T. Delano and Miss Alice Charry, we identified the plot beyond dispute. Among other things Miss Charry told us that the *Spray* was rebuilt on the lot just east of the Cook memorial and that except for some slight changes the lot looks much as it did then. At the time the *Spray* was rebuilt, Captain Slocum was a member of Captain Pierce's family. Pilgrim Avenue was then known as Cox's Lane. The boulder which was known as the Peaked Rock was in the river some distance from the shore.

It was a hallowed spot for us. We admired, of course, the memorial to the worthy old Pilgrim Father but wondered at the lack of an inscription to commemorate one of the heroic adventures of mankind! Nearby is the interesting Coggeshall Memorial building and there we met a lady who told us that as a girl she had gone sailing in the *Spray*. Of Farmer Howard, who hauled the oak, we found no trace. Speaking to Charles Hanley about it afterwards, he said, "Yes, Captain Slocum was right, there's no better timber than pasture oak. You see, standing alone that way, it's been toughened by the sun, the rain and snow and the winds." There, surely, is a text for a sermon on rugged individualism. On page 82 of Captain Slocum's book, we note the following: "That if the *Spray* came through this danger I would dedicate my best energies to building a larger ship on her lines." Later, he says, "My ship was wholesome and noble, my mind as to her seaworthiness was put at ease for aye." That ought to settle the much

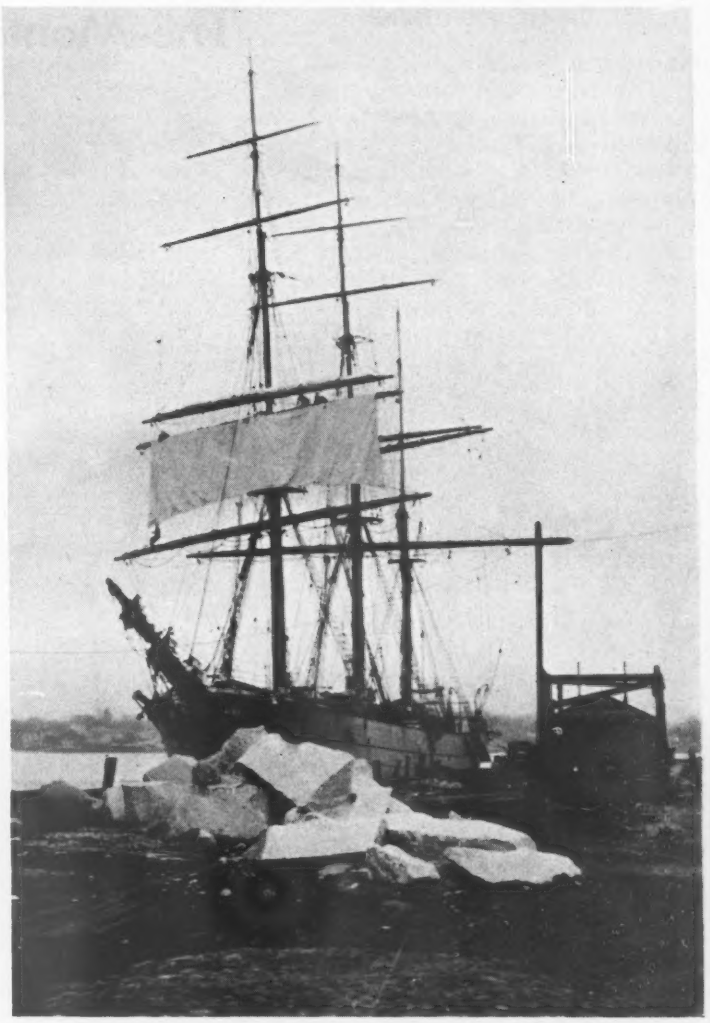
discussed question as to whether Captain Slocum would deliberately choose such a vessel as the *Spray!*

We left New Bedford about ten in the morning, under power, and ran into a typical Buzzards Bay sou'wester which soaked us with spray. Passing Padanaram and Dumpling Rock Light, we reached Salters Point where Erland Debes joined us. We all went ashore to see the *Morgan* and to visit Cap'n George Fred Tilton and Colonel Greene. Captain Earle, who commanded the *Morgan* for a longer time than any other one man, and Captain Tilton had a good gam together, and after an exhaustive examination of the ship under these best of guides we rode to the end of the road to meet Colonel Greene. He took a great interest in Captain Earle and they talked at length on subjects pertaining to whaling; for our part, we welcomed the opportunity to thank him for our share of the fine hospitality which he has shown the general public.

We slept well that night, undisturbed by any shift of the wind (for Salters Point can be uncomfortable when easterlies draw around the breakwater), and the next morning the Captain and I got under way for Block Island well before sunrise for the weather outlook was good. As we worked out into deep water, the noise of the motor woke Erland who appeared in the companionway looking a little startled. "When are you getting up," he said, "yesterday?"

On leaving Salters Point, Smith Neck and Mishaum Point should be given plenty of room but small craft may pass safely between Mishaum Ledge buoy and the shore on the way to Hen and Chickens Lightship; there is also a good, well marked passage between the lightship and Old Cock Reef. We slipped down the bay under power and soon Westport hove in sight. At eight o'clock we were off Sakonnet (Schuyler Ledge bell) and soon we could see the lighthouse and look up the Sakonnet River. Sakonnet Harbor, like Scituate, has a warm place in our hearts; it's a fine little shelter, easy to enter and interesting in itself and the back country of vast farms and sunwashed spaces is unspoiled. Sakonnet is easily the best place to see a Cup race from the shore and is not far from headquarters at Newport.

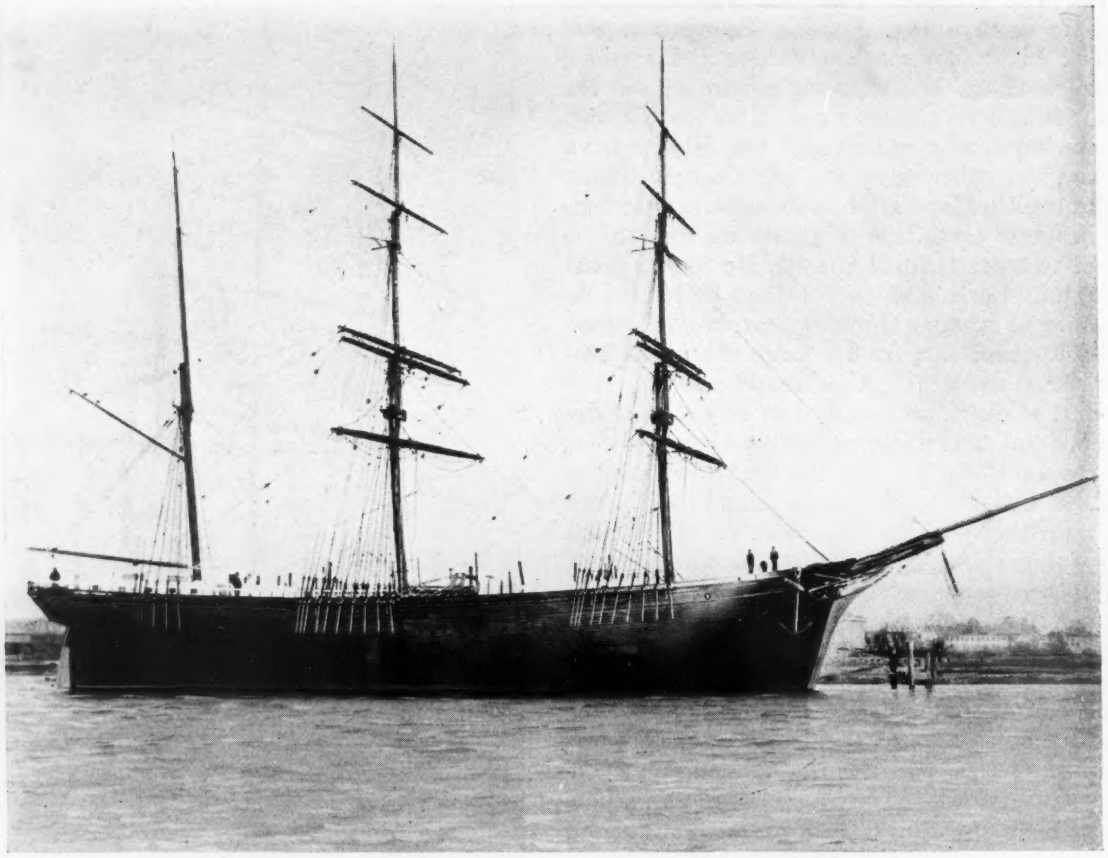
(*Continued on page 208*)



There was a Cape Verde packet alongside the wharf at New Bedford, with men aloft bending sail

Old Harbor, Block Island, was crowded with fishermen, most of them moored to the bulkhead

The Month in Yachting



Wilmington, Delaware, has long been a shipbuilding port. Here is the bark "Sarah E. Ridgeway," launched in 1877 from the present Wilmington yard of a.c.f.

The Habana Race

THE eighth annual St. Petersburg-Habana race is scheduled to start at noon, Saturday, March 27th. This contest has grown in favor with yachtsmen every year. There were less than a dozen starters in the first two or three races but in 1934 fifteen went over the starting line, and twenty-one in 1935 and '36. This year at least twenty-five are expected to compete. Three new boats are under construction in the Gulf district and some which have sailed in the race in previous years are being re-rigged for the 1937 event.

Slight changes in the rules for figuring handicaps have been made by the committee. This year the length will be taken as the mean of the length over all and on the water line. Sail area is that of the working sails plus one-third of the light canvas, with allowances for rig. Jib-headed sloops and cutters rate 100 per cent; gaff-headed sloops and cutters, jib-headed yawls, staysail schooners and ketches rate 97 per cent; gaff-headed yawls, schooners with jib-headed main and gaff foresail, and staysail schooners rate 95 per cent; jib-headed ketches and gaff-headed schooners rate 93 per cent and gaff-headed ketches rate 90 per cent. The rating is half the sum of the mean length and the square root of the sail area. Details may be obtained from Lou L. McMasters, chairman of the race committee of the St. Petersburg Yacht Club.

On the Thursday evening preceding the race the St. Petersburg Yacht Club will entertain participants at a dance, and on Friday night skippers and crews sit down to the annual banquet.

In the past, the race has usually been sailed in light air. In 1936, *Vamarie* was the first to finish but the winner in Class A (boats over 45 feet) was *Venturer*, owned by Ed. Spence, of the Clearwater Yacht Club, *Vamarie* taking second place on corrected time. In Class B, Hugh Matheson's *Babe* took first and second place went to *Starlight*, owned by Albert Fay of Houston, Texas. The same classification of boats will be made this year and prizes will be awarded to winners of first, second and third places in each class with a special award to the yacht finishing first.

HAROLD CHAMBERLIN

\+ + +

Interesting Coöperation

WHEN Isaac Bell's *Bloodhound* was built last year, her plans were made by two eminent firms of designers. The hull was from the board of Charles E. Nicholson and the yacht was built by Camper & Nicholsons, Ltd., at Gosport, England. The sail plan and deck plan and the interior accommodations were designed by Sparkman & Stephens, of New York. This joint design is particularly interesting in view of the fact that both firms are connected with the boats which may meet in the coming races for the America's Cup, *Endeavour II* being by Nicholson while Sparkman & Stephens are associated with W. Starling Burgess in the design of the new aspirant for the defense building at Bath.

\+ + +

"Roaring Bessie" Has a New Rig

IN 1911 the late Martin Erisman had built the *Roaring Bessie*, a duplicate of the old Block Island boat *Lena M.* She carried the traditional rig of the old craft. Later, John Alden designed a schooner rig for her then owner and she cruised for many seasons with it. She is now located on the lower Potomac River, owned by V. Mindeleff, Jr., who has again re-rigged her. He retained the old mainmast, nearly amidships, and designed new headsails. The results are most satisfactory as to handiness, efficiency and balance.

The old boat seems to enjoy exploring the tributaries of the Potomac and of Chesapeake Bay as much as her owner does.

\+ + +

Still Going Strong

IN 1896, the 21-foot naphtha launch *Lurline* was built by the Gas Engine & Power Co. (now the Consolidated Shipbuilding Corporation) of Morris Heights, New York. She was driven by a 3-cylinder 2 hp. engine. In 1898 she was bought by Dr. George H. Treadwell, of Brooklyn, N. Y., and taken to his summer place in Maine. She burned 76° naphtha, which cost 7½ cents a gallon in 1898. Now she has to use 73° to 76° fuel at 15 cents a gallon. It gives satisfaction.

Dr. Treadwell has used *Lurline* for five months every summer since he bought her except for one season during the war when he could not obtain proper fuel. He used her for fifteen years on Great Bay, an inland salt bay west of Portland and lately she has been at his place at Kittery Point, Maine. He has made trips outside, to Gloucester and to the Isles of Shoals and to other points. Her hull is as sound as when new and the engine runs smoothly and without noise. She is kept under a canvas cover at her mooring and in winter she is laid up in a house just above tidewater. She runs as well as she did in 1898, her owner says.

\+ + +

The Lake One-Designs

NOT long ago the president of the Lake Yacht Racing Association, W. F. N. Windeyer, appointed a committee to study the designs of a number of American and Canadian naval architects. The members of this committee were: William P. Barrows, Rochester Y. C.; Theodore A. Booth, Buffalo Canoe Club; Ross Edwards, Royal Canadian Y. C.; H. Hora, Kingston Y. C. and Professor M. D. Steever, Crescent Y. C., chairman. The committee has just chosen the design submitted by Philip L. Rhodes, associated with Cox & Stevens, of New York.

The boat, designed with particular attention to conditions on the Great Lakes, is 34 feet over all, 23 feet 3 inches water line, 7 feet 7 inches beam and 5 feet 4 inches draft. She will carry a modern sail plan of about 445 square feet. While a class racing boat, she has accommodations for three, with a possible fourth, and provision for the installation of a small motor if desired.

A number of orders have already been placed and the class is being studied with interest by several clubs on the Lakes.

Radio Time Signals

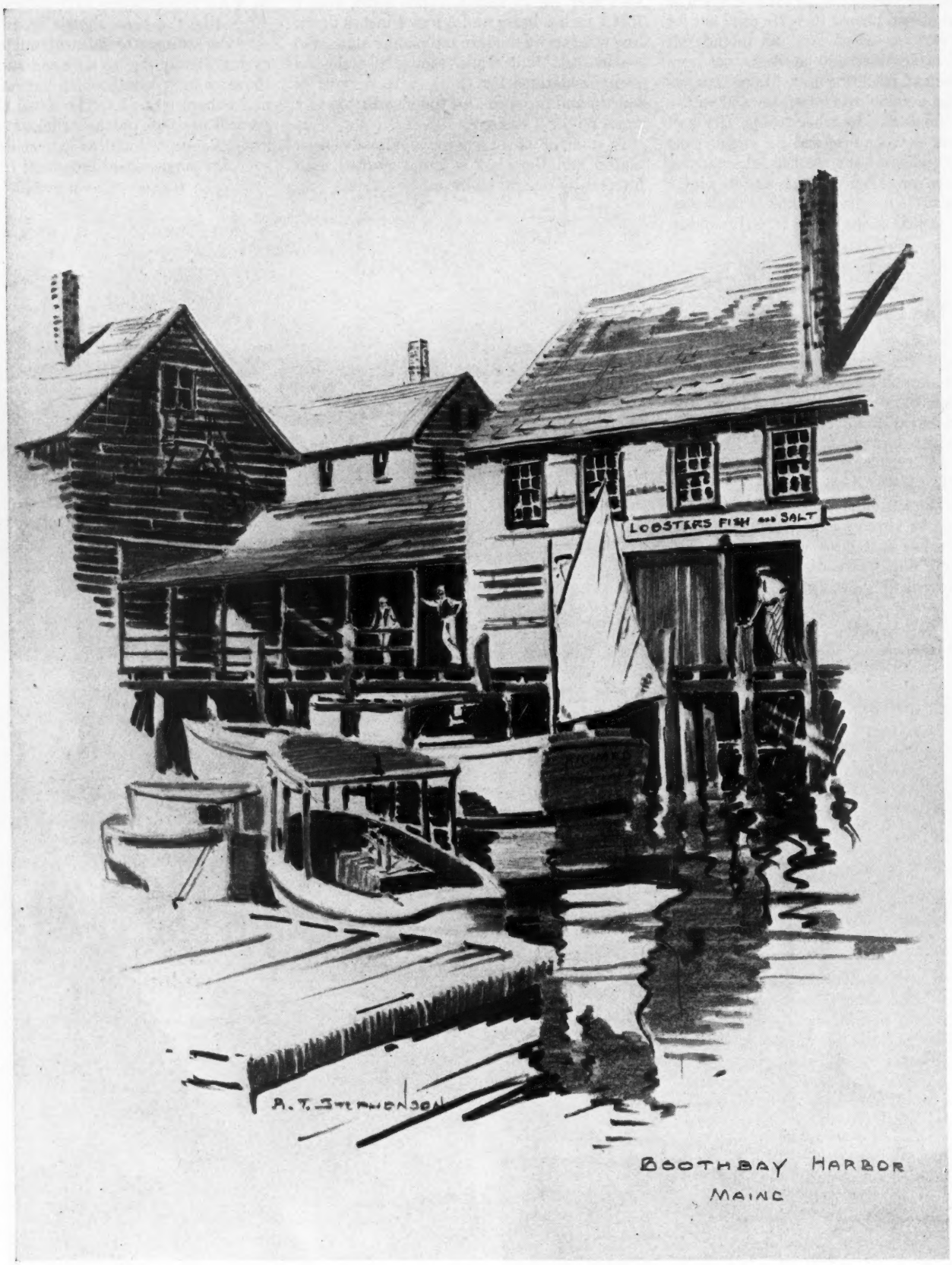
MANY yachtsmen have difficulty in getting the time signals from Arlington over the ordinary broadcast band on 690 kilocycles, mainly due to a Canadian station on the same wave length which comes in strongly in northern latitudes. The usual short wave set will not pick up the Arlington signal unless it is equipped with a beat oscillator. However, the single signal broadcast from WOR,

(*Continued on page 240*)

The 21-foot naphtha launch "Lurline," built 40 years ago and still sound and hearty

"Roaring Bessie," a duplicate hull of "Lena M," an old Block Island boat, with her new rig. She now cruises on the lower reaches of the Potomac and on Chesapeake Bay. Right, Isaac Bell's yawl "Bloodhound" which is a joint product of Charles E. Nicholson and Sparkman & Stephens, Inc.

Behen & Son



A bit of the waterfront at Boothbay, as yachtsmen see it

From a drawing by Benjamin T. Stephenson

JANUARY, 1937

1936—
A Big Year in Fishing

A Brief Review of the High Spots of the Season's Sport

By

S. KIP FARRINGTON, JR.

Michael Lerner and his record making catch — a 48-pound white marlin taken on 3-thread line

IN BOTH the Atlantic and the Pacific coasts, big-game fishing took even bigger strides in 1936 than in the year preceding. Two or three of the better known fishing places failed to measure up to past performances, but, to offset this, some new records were established and several new grounds were opened along the eastern coast.

Starting on the Atlantic Coast from the south and working northward, we find the marlin fishing off Havana a trifle better than it was the year before. The largest marlin taken weighed 458 pounds, but it topped the next one by 200 pounds. Of course, we must remember that few boats are fishing off Morro Castle. With a larger fleet, many more big fish undoubtedly would have been caught. And then, again, Ernest Hemingway did not fish in those waters last summer.

The wahoo and white marlin fishing was as good as ever, though, and in June Michael Lerner accomplished a feat that I regard as the finest achievement credited to a salt-water angler to date. Fishing from Dr. Charles Rocca's boat, with Captain Douglas Osborne, of Miami, as guide, Mr. Lerner caught a white marlin weighing 48 pounds on a 3-thread line and a 2½-ounce rod. This line is half the size of the lightest in use by fishermen the world over. Mr. Lerner caught this fish in some fifty-odd minutes. Unfortunately, he lost two more to sharks. One was attacked alongside the boat as Osborne reached for the leader, and would have gone well over 100 pounds. Mr. Lerner broke off seven fish in a week's fishing. Though two or three sailfish have been caught on 3-thread, his marlin was the first to be taken on such flimsy line. Fishing with either light or heavy tackle, Lerner is a hard man to beat.

Cat Cay and Bimini had their usual good fishing. Some fifteen tuna weighing from 300 to 630 pounds were legitimately caught. The largest blue marlin of the year tipped the beam at 622 pounds, only 14 pounds less than Tom Shevlin's record, and was taken by Laken Baldridge, fishing with Captain Sam Cass. Shevlin also took the largest mako of the year, a 565-pounder. The world's record for both men and women was set up by Mrs. George M. Stevens when she caught a 152-pound white marlin. These fish were as plentiful as ever. All the ladies did well at Bimini, Mrs. Paul Sandborn, of Boston, hanging up a 510-pound blue marlin, to establish the record for women, and Mrs. Michael Lerner following with six more, the largest of which weighed 442 pounds.

During the writer's stay at Bimini and Cat Cay from June 17th through July 10th, thirty-seven unmutilated marlin, which weighed from 190 to 705 pounds, were brought to the dock. Not all of these fish were legitimately caught, but I doubt whether, in that length of time, so many large marlin could be placed on docks anywhere in the world outside of New Zealand or Guaymas. Only half a dozen of these fish weighed under 300 pounds.

Many large tarpon were taken, and anglers who fished in Bocagrande and Captiva Passes brought in to Useppa Island more fish than in some years previous.

Sailfish were very plentiful off Miami. Palm Beach, of course, always enjoys the best fishing to be had for this, the most publicized of all American game fish.

The great white marlin run off Ocean City, Maryland, over the "Jack's Pot," which was pioneered by the Townsend brothers and Bill Hatch, was one of the most amazing events of the year. The New Jersey coast enjoyed a phenomenal season — by far the best in its history. It was paced by Francis Geer, Jr., who caught the first broadbill swordfish ever taken on rod and reel off that state in June — a beauty that weighed 382 pounds and was landed after a nine-hour fight on 24-thread line. Mr. Geer rows on the Yale Junior Varsity crew, and at that time was in training camp. He had come down for a day's fishing with his father, and it was extremely fortunate for him that he was in such fine physical shape, for during the entire time he fought the fish without the aid of a harness, that important accessory having been left ashore.

At the end of August and in the first week of September, the most remarkable tuna run took place that the New Jersey coast has ever seen. The commercial bluefishing fleet was close inshore, and hundreds of giant tuna roamed the seas and gathered around the smacks as they chummed for bluefish over the Shrewsbury Rocks. Many fish that weighed more than 200 pounds were landed and many more broken off. Lines were fouled, and, in fact, so many boats were out that it was difficult to get clear after hooking a fish. The largest tuna that was brought in weighed 720 pounds but, as this fish was taken by four anglers, it was not a fair catch. A dozen of these torpedoes weighing between 200 and 400 pounds were caught by Hugo Rutherford who was the most successful of the many anglers fishing off the New Jersey coast. Mr. E. I. Low, of New York, and his daughter-in-law Mrs. Francis Low, each turned in a magnificent performance by taking a fish weighing between 300 and 400 pounds on

24-thread line. I could well believe that the hearts of some of the Jersey fishermen have not yet stopped pounding, so fast and furious was the angling. It was impossible to charter a boat, and in the early morning and late evening the Manasquan Inlet looked like the Hudson River, so many boats were going in and out on the way to and from the fishing grounds.

Montauk enjoyed the second best year of its history. Ten broadbill swordfish were taken. Captain Harry Conklin raised the first flags when he caught two in two days during the third week in July. Martin Quinn and Livingston Parsons, of New York, were the fortunate anglers, and Preston Sutphen, of East Hampton, almost duplicated the performance when he took two in four days while fishing with Captain Walter Clay the first week in September. All of these fish were caught on 9/0 and 10/0 vom Hofe reels and 24-thread Ashaway line. Captain Howard Lance hung the largest fish for the third successive year when Bertram Work brought in his 457-pounder. The mako sharks were very plentiful. Although the white marlin fishing fell off, this was not surprising, since the weather was not nearly as good as in the great marlin season the year before.

This same bad weather also affected the Block Island and Marthas Vineyard areas, so that the results there were not up to average. The small school tuna weighing up to 100 pounds were taken in the usual numbers, and several large ones weighing over 400 pounds were harpooned. As yet, however, no angler has been lucky enough to catch one weighing over 105 pounds on rod and reel.

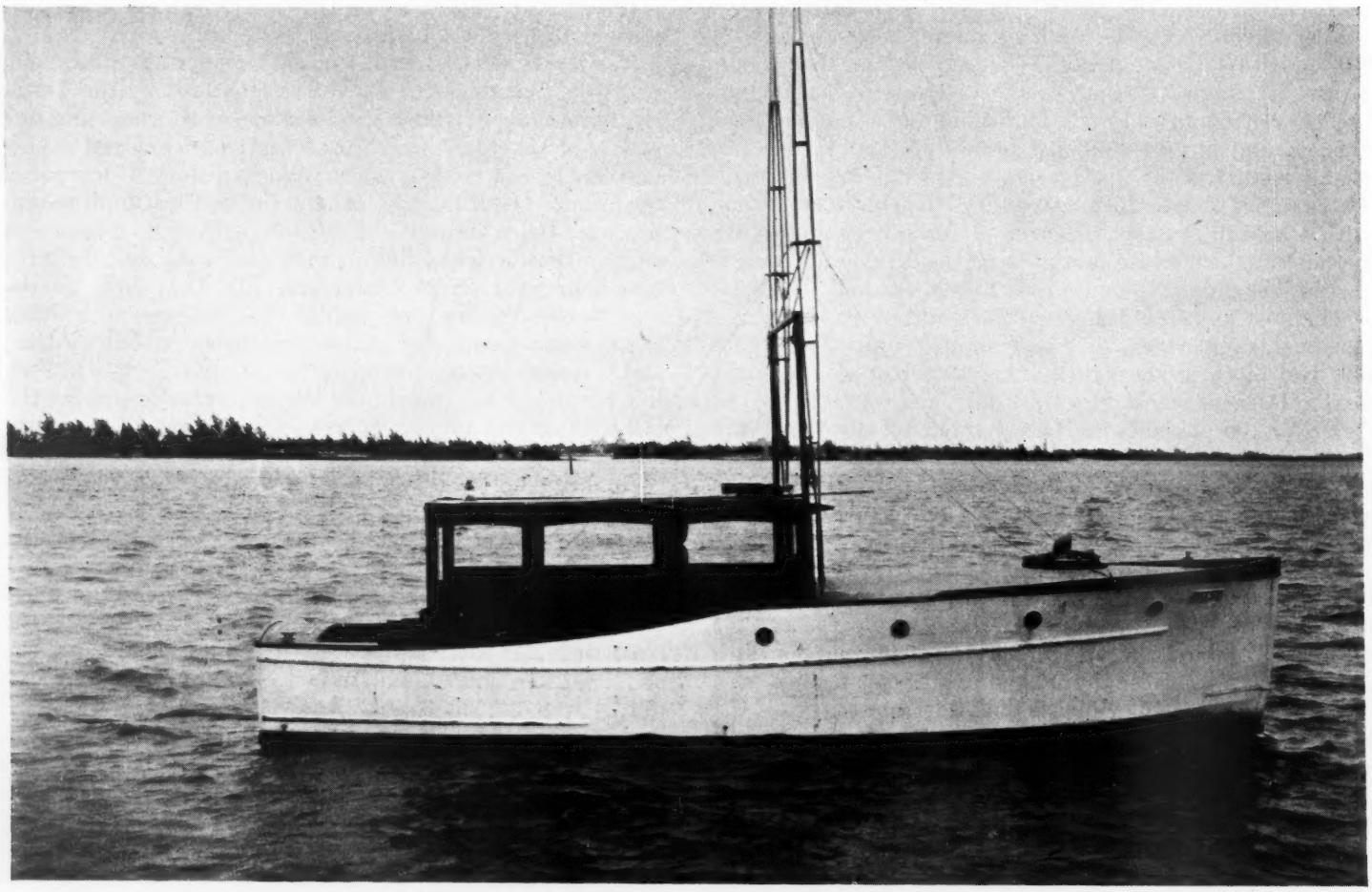
One of the most interesting new places for tuna fishing, which I am sure is going to mean a great deal to Boston fishermen in future summers, was pioneered by B. Davis Crowninshield in Ipswich Bay, off the Massachusetts coast. Crowninshield, a big-game fisherman of varied experience, caught thirteen tuna weighing up to 318 pounds, fishing out of his own boat and doing all his own baiting without the aid of a professional guide. Six or seven more fish were taken by other anglers.

Late in August, L. C. Harrington, of Boston, fought a big tuna for eight and a half hours in Ipswich Bay, only to have the line break at the swivel. Three weeks later a 493-pound tuna was taken in the traps of the Worthington Fish Company, off Truro, Massachusetts, with a hook and leader hanging from the jaw. John C. Worthington, head of the fish company, notified the Boston newspapers, and Harrington was able to identify his Zane Grey hook and the leader as being the one that was broken off in the long battle three weeks previous. His line was of 30-thread, and a small piece was still attached to the swivel, as was the twine to which he attached the cork floats while deep-fishing for the tuna. I think this was a very interesting case, and while it should happen frequently, is a rare occurrence in the annals of big-game fishing. Many big fish are taken off Truro and Provincetown by the commercial fishermen in their traps, particularly in the month of September. I believe that this will be the next "hot spot" for rod and reel tuna-fishing on the Atlantic Coast.

Maine experienced the poorest tuna year since the Maine Tuna Club has been in existence. Henry Strater did catch one fish off Ogunquit that weighed just under 400 pounds — the largest taken to date off this place — but the school fish, weighing between 100 and 200 pounds, were not in evidence last summer. Two or three big fish, between 400 and 500 pounds, were taken off Portland by Strater and another angler.

Tuna-fishing off Nova Scotia was at its height in 1936. Hundreds of anglers fished in the newly discovered grounds

(*Continued on page 204*)



Captain Bill Hatch's "Patsy," the first sport fishing cruiser to be equipped with Diesel motors. The new type outriggers, simpler in form than those in use previously, are shown

Under the Lee of the Longboat

By "SPUN YARN"

SINCE picture books first began to catch the public eye our written language has languished into deserved disuse. Authors who formerly delighted in concealing their ideas in well-chosen words, now rush into the sunlight and express their meaning clearly in photographic illustration. Literature thus ceases to be a hazardous profession and becomes a paying business. But I had thought that in one isolated stronghold the printed word would ever remain untouched and undecipherable. I refer, of course, to the yacht racing rules, in which the expression of ideas and the simultaneous suppression of the same has attained the highest perfection of the writer's devious calling. I was, as usual, wrong. Along comes Gordon Aymar, an artist, and with his *Pictorial Primer of Yacht Racing Rules and Tactics* blows the meaning of the rules clear out of the water. We can now see under them, around them, and even through them, and with this book in hand we should never again fall under the shadow of the protestor's flag. If halftones were permitted on this page I'd put my praise in photographic form and make it worth something.

That people delight in concealing their meaning behind the written word is shown in the following excerpt from a letter to a junior officer written by Admiral Lord Howe (1726–1799). The quotation is lifted from a footnote in *The Floating Republic*, by Manwaring and Dobrée: "Your conduct with regard to the dispatches, testified so correct a judgment in every part, that, if my concurrence in your opinion with you on the propriety of it will convey all the satisfaction you do me the favor to intimate, you are free to indulge yourself in the enjoyment of that consciousness to the fullest extent." What the Admiral meant was, "O.K., kid. Check and double-check."

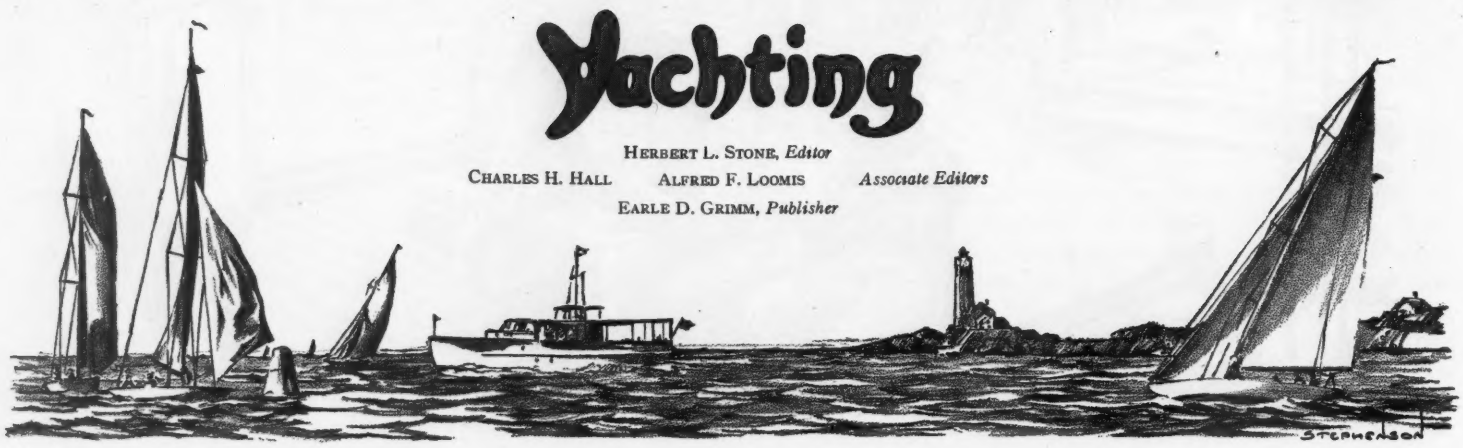
I certainly got an eyeful at the recent automobile show when I raised the fore hatch of a car and looked at the power plant underneath. Being equipped with waffle irons, electric hair curlers, etc., the modern automobile engine is twice as inaccessible as a marine engine ever was. When no one was looking I thrust an arm down alongside a cylinder block and brought it up covered with oil, bilgewater, and last year's coffee grounds.

Late in the evening of the day on which Morris Rosenfeld's famous motor cruiser *Foto* was hauled out for the winter young Stanley Rosenfeld thought he heard a cry for help coming from the icy waters of City Island harbor. A friend who was with him thought he had heard a yelp from a neighboring radio. But Stanley had a hunch and the two of them hauled the *Foto's* dinghy to the water, launched her, and rowed out in search for a drowning man. They found him a quarter-mile from shore, his rigid arms locked around the bow of an overturned dinghy, and saved his life. Stanley is as good a waterman as he is a photographer, and that's saying something.

In commenting editorially on the coming contest for the America's Cup the Skipper said in last month's issue: "And once more, after three years, Harold Vanderbilt and T. O. M. Sopwith will be the rival skippers." With the trial races yet to be sailed, a statement like this shows what you can get away with if you have the proper background. If I, lacking that background, were to suggest unintentionally that Harold Vanderbilt already has the defence in the bag, people would say that I had taken a dirty crack at sportsmanship with a capital N.Y.Y.C.

The Lee Rail Vikings have been casting beady eyes at the National Amateur Athletic Union, thinking that here was a body ripe enough to be embraced in the Vikings' tentacles. They expressed their desires more elegantly, however, saying that the ideals of both organizations were merging and that a physical union of the two would be as meretricious (sic) to amateur sport as anything conceivable. However, the happy result of the recent annual elections of the A.A.U. has quenched the Vikings' vicious ambitions. The old gang was ejected, and one of the first acts of the newly elected president was to appoint Commodore Ernest Lee Jahncke, of New Orleans, as delegate-at-large to the A.A.U. Being inveterate cynics, the Vikings are not sure that the A.A.U. will ever be really amateur, but they feel that with Commodore Jahncke close to the helm it won't get any worse.

Along a certain section of the Maine coast the lobster fishermen use an old tin can as a receptacle for the fish with which they bait their traps. I was told last summer that the foreign-born element in the fishery fold the top of the tin in on the bait so that the trapped lobster gets no more than a smell of it. But this stingy method is frowned upon by the native fishermen. The American way, they say, is to leave the can open and let the condemned lobster enjoy his last meal of rotten fish. I seem to recollect that in the recent election campaign there was considerable emphasis on "the American way" and I wonder just what our lords and masters had in mind.



EDITORIAL

The Motor Boat Show

THE Motor Boat Show which opens at the Grand Central Palace, New York, shortly after the turn of the year, marks the thirty-second national exhibition of an industry whose purpose it is to supply the needs of those who take to the water for pleasure and recreation. So much does this annual show mean to the ever growing body of boatmen that it has become an integral part of the year's yachting activity. Without it, one would have no way of studying the development of boats and engines from year to year, or of seeing what those who supply the numerous accessories and gadgets that make for greater safety and convenience afloat have to offer.

It was in 1905 that the first Motor Boat Show was held in New York. At that time it was combined with an annual Sportsman's Show, the industry which was then in its infancy, not being strong enough to swing an exhibition alone, and the yacht-minded public not large enough to support it. It is, therefore, worthy of note that although sport in America claims more devotees than ever before, it has not seemed practicable to continue these Sportsman's Shows, and yet a show devoted entirely to boats and their equipment draws thousands daily, whose support makes the exhibition not only profitable but one of the highlights of New York's winter season.

Many of the firms who were exhibitors at those early shows in old Madison Square Garden, where a large tank made possible a demonstration afloat to prove that motor boats could be operated successfully, are still exhibiting today, having grown with the development of the sport. Among those whose names we can recall from memory are Consolidated Shipbuilding Company, then known as the Gas Engine & Power Company, Elco Works, Sterling Engine Company, Fairbanks, Morse & Company, Edson Manufacturing Company, Matthews Boat Company. There are undoubtedly others whose names would appear here if an old list of exhibitors were available. They were a brave company, with vision to see in 1905 something of what lay ahead.

Opening this year some ten days earlier than has been the custom in recent years, the 1937 Motor Boat Show will start yachtsmen, and those who are boat-minded, making plans at an earlier date for the season that lies ahead. From the point of view of those who intend to get new boats, and of those who have to build them, this change has much to recommend it. In the past, the time between the closing of this annual exhibition and the delivery dates of new boats ordered as a result of the Show, was all too short for the manufacturer, and meant crowding the active season of production into a few brief spring months. To the extent that the prospective owner is now forced to make up his mind early as to the boat he intends to buy for his summer's pleasure afloat, the days gained are beneficial to all hands. We predict that the new dates, January 8th to 16th, will prove popular.

\+ + +

Some Much Needed Changes in Sail Measurement Rules

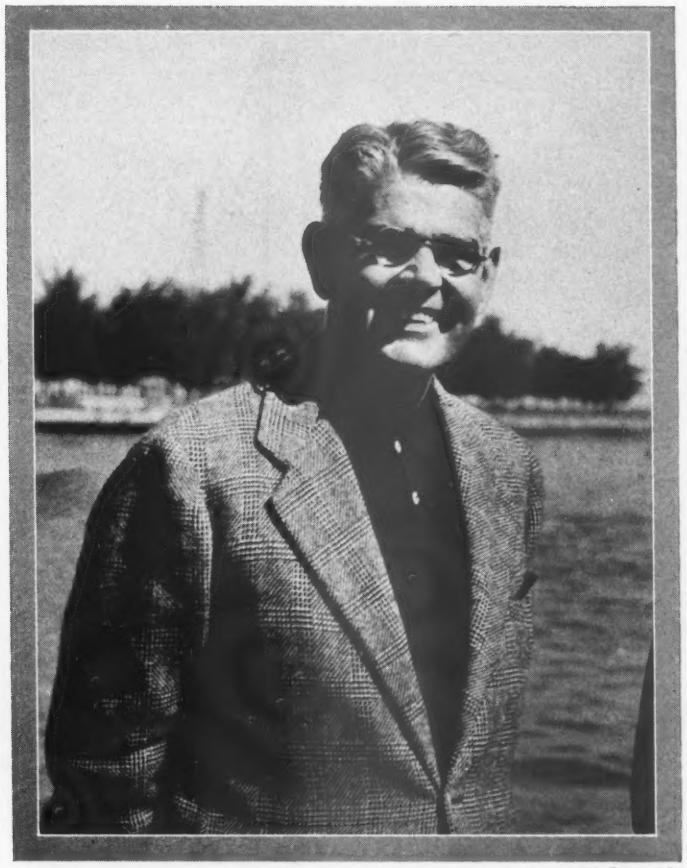
IT HAS so long been apparent that some limitation in the matter of light sails for racing yachts was necessary, that any step in this direction should be hailed as an achievement. It is true that, as far as we on this side are concerned, the limitations have been applied to only one sail, the troublesome parachute spinnaker. And what has been done affects only one dimension of a triangular sail — which cannot be longer in either leech or luff than the hypotenuse of the fore triangle. Not much, you'll say, but still a start. And, in addition, a move is on foot to change the limitations as to size of spinnakers for ocean racers by abolishing the present width restrictions, and controlling them wholly by the height.

In Great Britain they have gone still further and controlled the size of a Genoa jib by limiting the point on the hull abaft which the sheet fairlead of this sail cannot be placed, as described elsewhere in this issue. But, so far, this applies only to certain international rule yachts and has not been adopted here. Some such limitation to this troublesome but efficient headsail is essential.

But these feeble efforts to solve the troublesome problem of control of light sails that have come into use since the sail area measurement rule was adopted do not strike at the root of the matter. What is needed, and needed badly, is a new rule by which sail area is figured that will give an adequate measure of the sail actually carried. What, one may well ask, is the use of a carefully thought out rule for measuring the hull and then using it in a formula with a sail area factor that bears absolutely no relation to the actual area, or driving force. It is like measuring the hull of a power boat for a rating without taking into consideration the power developed by the engine.

At the present time actual headsail area bears no relation to the sail carried. The same goes for sails between the masts of schooners and, in certain cases, for sails carried by yawls and ketches and not measured. It is possible to design a boat with a measured sail area that may be exceeded, even on the wind, by 50 per cent in actual effective driving canvas, and off the wind by 100 per cent or more. It will take much time and study to devise an equitable rule, but a start must be made sometime, and we are sorry it was not attempted this winter. It would have been much preferable to tinkering.

IN THE WORLD OF YACHTING



M. Rosenfeld

PAUL SHIELDS

PAUL SHIELDS, who has just parted with his Six-Metre "Challenge," the boat that turned back the Norwegian challenger for the Seawanhaka Cup in 1935, has been thought of by those who do not know him chiefly as the brother of "Corny" Shields. But it is time that Paul Shields should be known in his own right rather than as the brother of one of America's "top" racing skippers. It appears now (at least we have it on good authority) that Paul Shields is having a new "Six" built in preparation for next summer's invasion of the Scandinavians in this most active international class. This is good news.

Few yachtsmen in recent years have been as ardent in their support of small class racing as Paul Shields. A keen sailor in the Star Class, he has owned many boats carrying that class emblem on their mainsails, and in Rochester last August his new Star "Jack Rabbit," representing Peconic Bay, finished sixth in that hard fought series between thirty-five fleet representatives. Before that he owned the "Gull," which he raced in Star Class Internationals as far separated as Cuba and the West Coast. Before building the Six-Metre "Challenge" in 1934, he and Corny Shields owned the Six-Metre "Emerald," and in 1930 the two brothers sailed "Cherokee" in the series against the British for the British-American Cup.

Paul Shields started his sailing early in life. In 1902–03 he was racing boats at Sydney, Cape Breton Island, and the following two years, when living in Canada, at Sault Sainte Marie. This served as an introduction to his sailing in American waters adjacent to Long Island Sound. The coming summer will find him sailing in one of the new International one-design class for Long Island Sound organized by his brother.

His beautiful power cruiser "Apple Jack" serves both as tender to Paul's always numerous fleet of racing yachts, and as headquarters during his various campaigning expeditions.

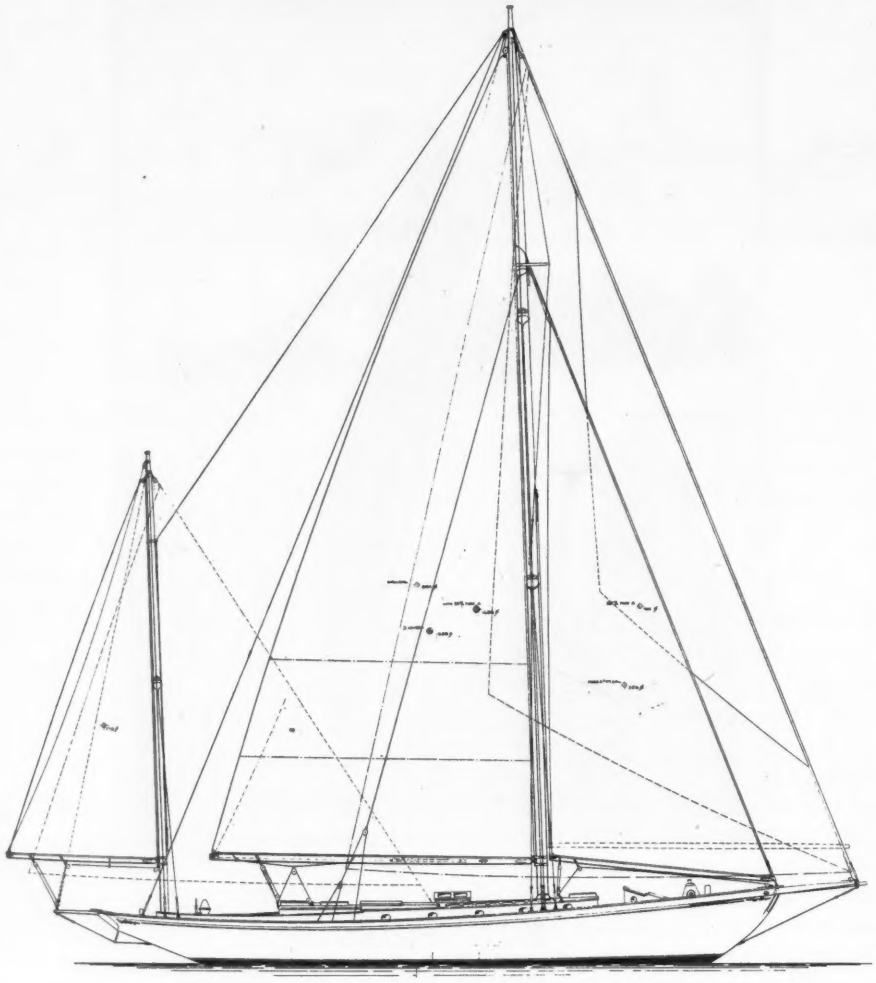
A Cruising Auxiliary, 40 Feet on the Water Line

THE accompanying plans, from the board of John G. Alden, show an auxiliary yawl which is now under construction at the yard of the Herreshoff Manufacturing Company, Bristol, R. I. The boat is being built for Frederick S. Ford, of Wyandotte, Michigan.

The design is a modification of that of George Ratsey's well known *Zaida*, but with considerably more beam and less deadrise than is usually found in a fast cruiser of her type. The designer is confident, however, that the new boat will be fast and will sail at a comparatively small angle of heel. This will be a comfort which will be appreciated by all real cruising men.

The principal dimensions of the new yawl are as follows: Length over all, 54′ 3″; length on the water line, 40′ 0″; beam, 14′ 0″; draft, 7′ 4″. About 18,000 pounds of lead will be carried on the keel. Construction will be high grade, with outside planking double, of mahogany, and decks of teak. Fittings will be of the best in every detail both on deck and aloft.

Spars are hollow and the total sail area in the three lowers is 1338 square feet. With 85 per cent of the fore triangle, the area is 1686 square feet. The area of the main is 804, of the forestaysail is 356 and of the jigger, 178. A good assortment of light sails is provided.

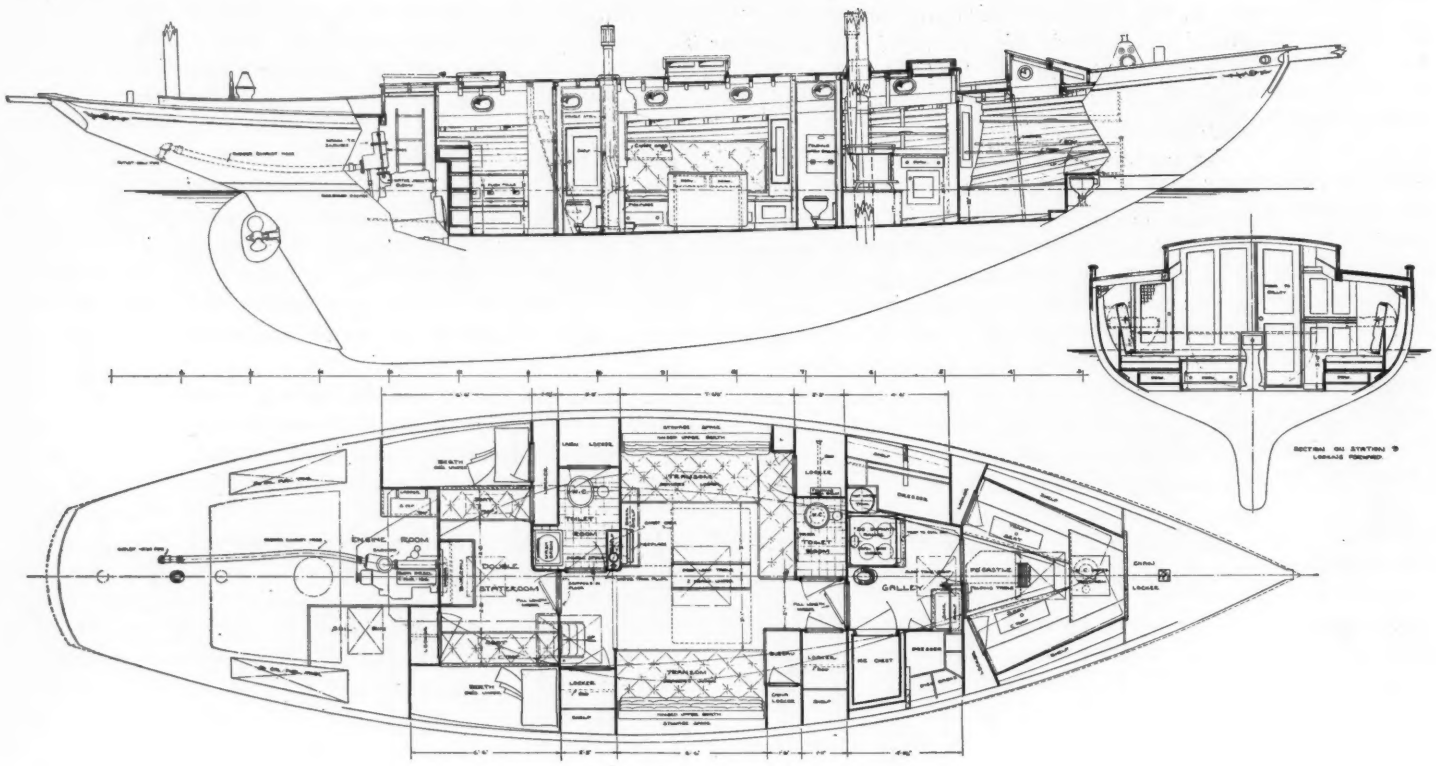


The new boat has a pleasing sheer and carries a modern rig

The engine is a 4-cylinder Buda Diesel engine, installed in a separate compartment aft. Here also is an independent lighting plant, two 50-gallon fuel tanks and a large sail bin.

The forecastle has full headroom and is fitted with two berths and a crew's toilet. The galley is large and is provided with a four-hole Shipmate range, hot water heater, etc. The main cabin sleeps four and has a fireplace. Aft is a double stateroom. There are two toilet rooms and plenty of stowage space.

While owned on the Great Lakes, where she will eventually be taken, the new yacht will probably be used for cruising on the Atlantic Coast part of the season of 1937.

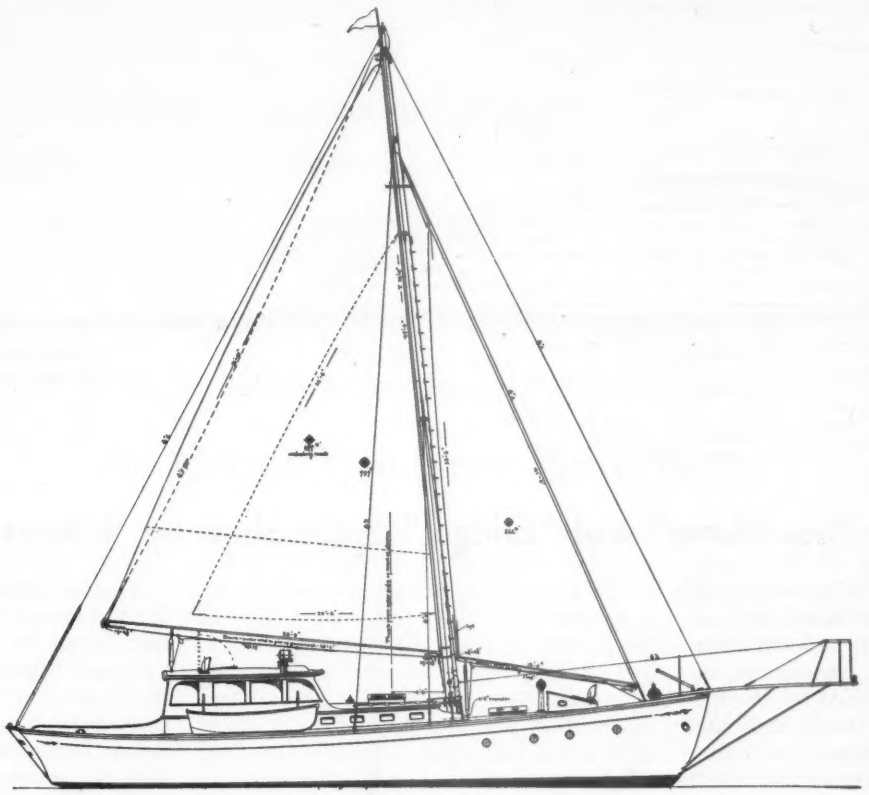


The accommodation plan shows a well arranged interior

"Onza," A Fisherman Motor Sailer

THIS yacht, built by the George Lawley & Son Corporation from designs by Eldredge-McInnis, Inc., for a yachtsman of Providence, R. I., who wishes to remain anonymous for the present, has recently run her trial trip. With her engines turning 1800 r.p.m., she showed a cruising speed of 10 knots and made 11 knots at 2200 revolutions. The designers are well pleased with her performance as she is a heavy boat.

Onza is 59′ in length over all, 50′ 10″ on the water line, 15′ 8″ beam on deck and 4′ 11″ draft. Her displacement is about 34 long tons and she carries 11,000 pounds of lead on her keel with about a ton of inside trimming ballast. A manganese bronze centerboard, ¾″ thick and weighing about 1050 pounds, is housed in the keel up to the height of the cabin floor. The main deck, bridge deck, superstructure and cockpit are all of Rangoon teak and all deck and spar fittings are of stainless steel. Exterior hardware is chromium plated. The yacht is sloop rigged, with 959 square feet of sail. On the forward side of the mast is a series of chromium plated steps which make it easy for anyone to go aloft.

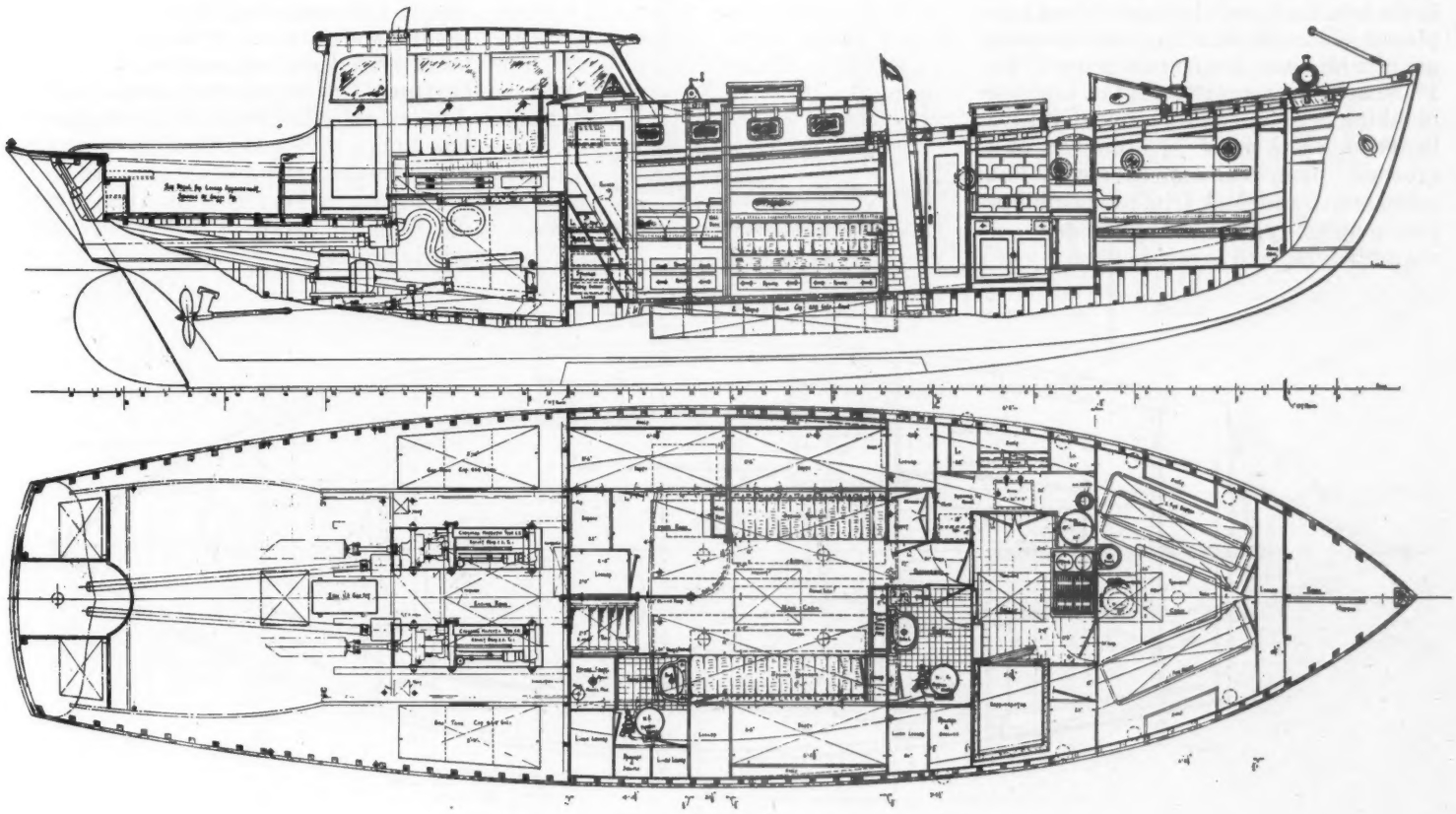


The yacht carries 959 square feet of canvas

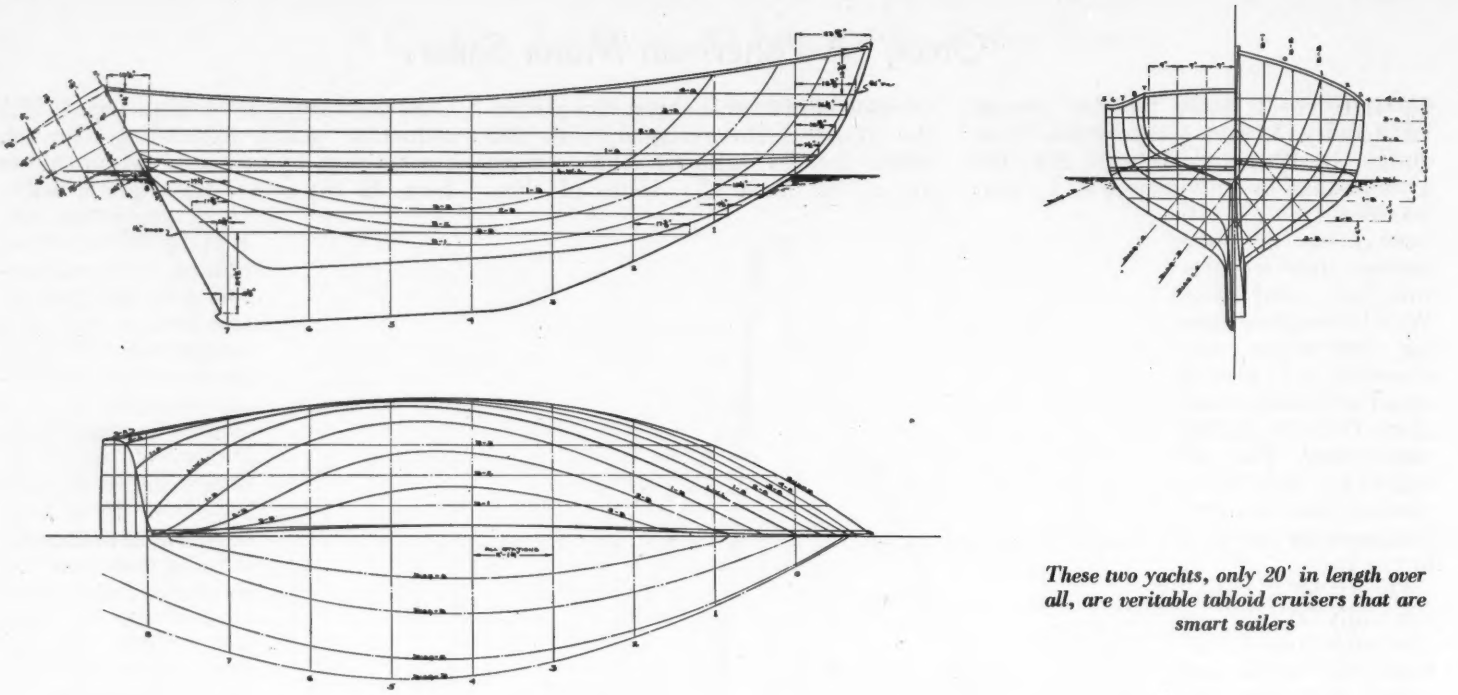
The power plant is a pair of 8-cylinder Chrysler "Majestic" engines with 2.51:1 reduction gears, exhausting through the transom by means of Edson rubber hose. In the motor room are a 5 kw. U. S. generating set, Exide batteries, pumps, air compressor, CO_2 fire protective system, etc. The compartment is insulated with 2″ acoustical material.

Onza is fitted with Bludworth radio direction finder and may be steered by a Bendix-Holmes automatic steering gear from the deck shelter, the crow's nest or from the pulpit. An annunciator system, with microphones in pulpit, crow's nest and fishing cockpit, is fitted. A small electrically operated ice box is placed aft for cut bait.

Below, the yacht has crew's quarters for three. The galley is finished in butternut and white enamel and the dressers, around the stove and smoke hood, are sheathed with Monel metal. The main cabin sleeps four. There are two toilet rooms, one with a shower bath.



Inboard profile and accommodation plan of the new motor sailer

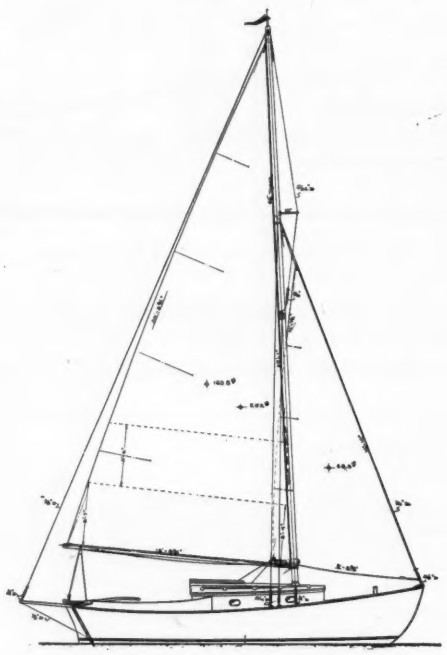


These two yachts, only 20' in length over all, are veritable tabloid cruisers that are smart sailers

"Sea Horse" and "Dirigo," Sister Ships by Warner

HERE are the plans of a couple of twins designed by Winthrop L. Warner, of Middletown, Conn. *Sea Horse* is owned by J. W. Armstrong, of Hartford, Conn., and *Dirigo* by Phelps Brown, of Springfield, Mass. Both boats were built by Seth Persson, of Saybrook, Conn. The yachts are exactly alike except for the sails, *Dirigo* having a loose-footed mainsail while that of *Sea Horse* is laced to the boom.

The boats are 20′ 0″ in length over all, 16′ 10″ on the water line, 6′ 9″ beam and 3′ 9½″ draft. The amount of ballast is 1325 pounds, 500 pounds being in an iron keel and the rest of lead pigs placed inside the hull. Keel and framing are of white oak, the frames being 1″ by 1″, spaced 9″ center to center. Outside planking is of ¾″ white cedar, Everdur fastened. Deck is of ⅞″ tongued and grooved pine, canvas covered. The cabin trunk and deck trim are of Philippine mahogany. The cockpit is deep, of the well type, and is self-bailing.



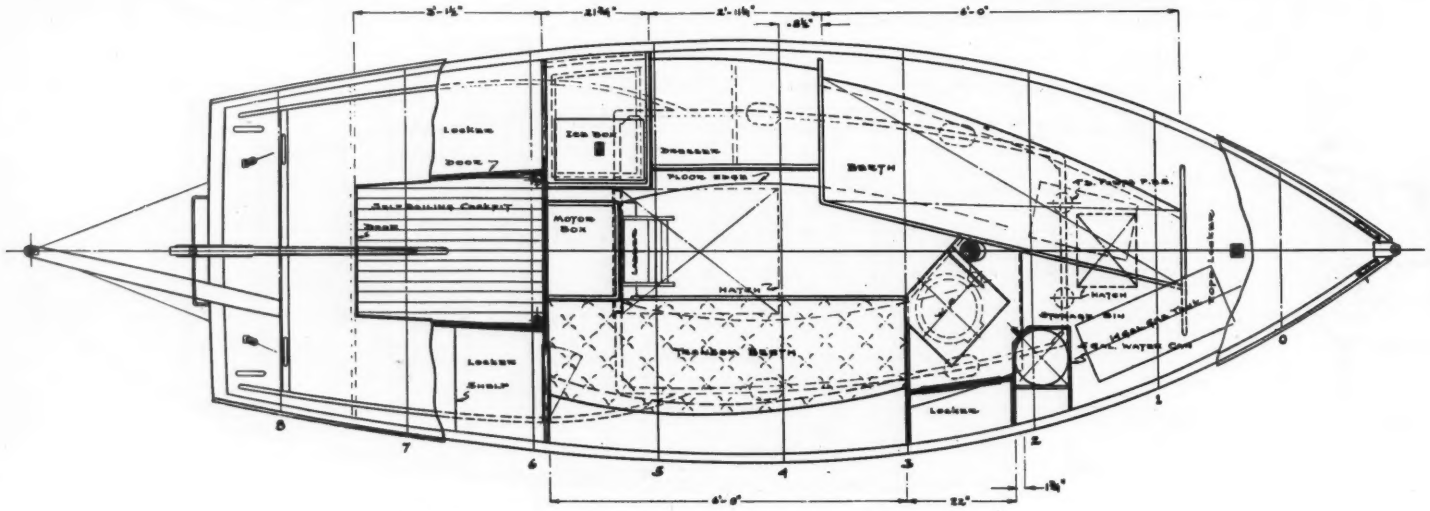
The sail area is 252 square feet

The rig is that of a Marconi sloop and the sail area is 252 square feet, 68 square feet being in the jib and 184 in the mainsail. The mast is solid, of fir, and is fitted with a permanent backstay attached to a short boomkin over the stern. The standing rigging is of galvanized plough steel.

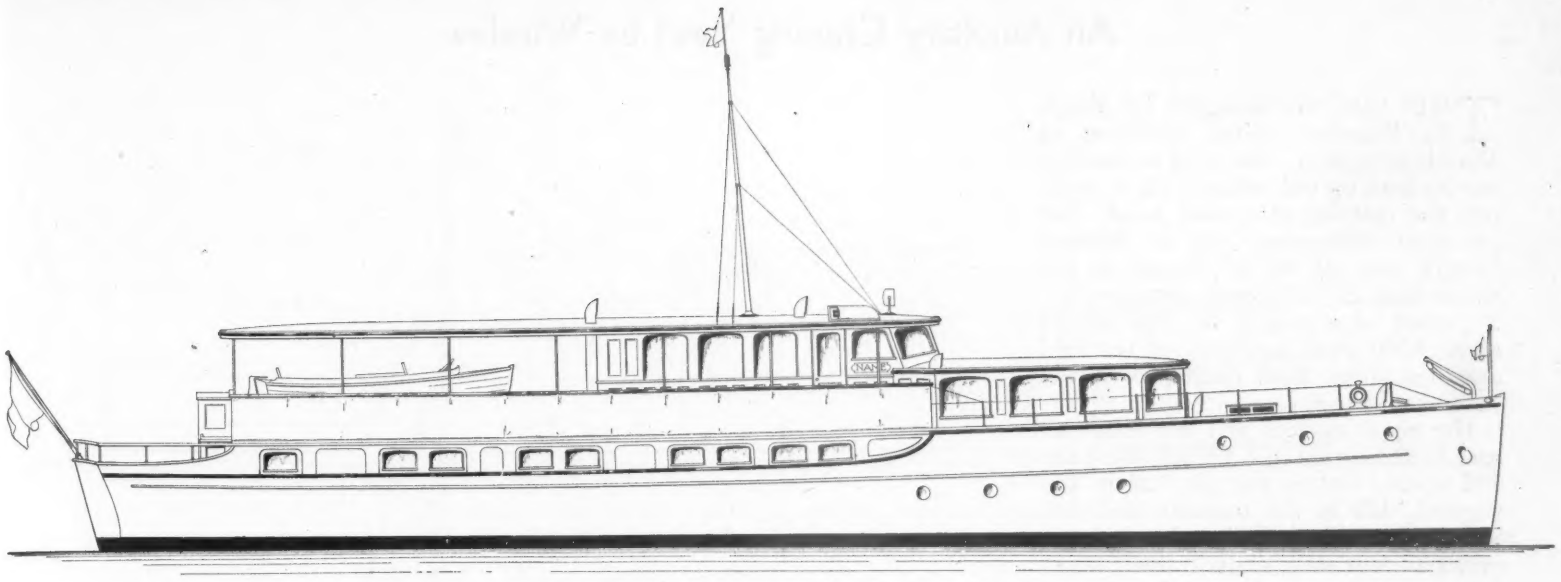
The engine, which is located aft, is a single cylinder 5 hp. Gray fitted with a one way clutch. The engine is housed in a removable box. The companion ladder is omitted and two steps are built on the fore side of this box.

Headroom in the cabin is 4′ 6½″. Berths are staggered, the port berth extending well forward, with a dresser abaft its after end and an ice box abaft that. On top of the ice box is an alcohol stove. A toilet is fitted forward. Water and gasolene tanks, of 5- and 14-gallon capacity, respectively, are installed forward.

Dirigo was launched in August and did well in service. *Sea Horse* went overboard late in September.



The accommodation plan of the two boats has been cleverly worked out



The yacht is flush decked though she seems to have a raised deck

An 85-Foot Twin Screw Motor Yacht

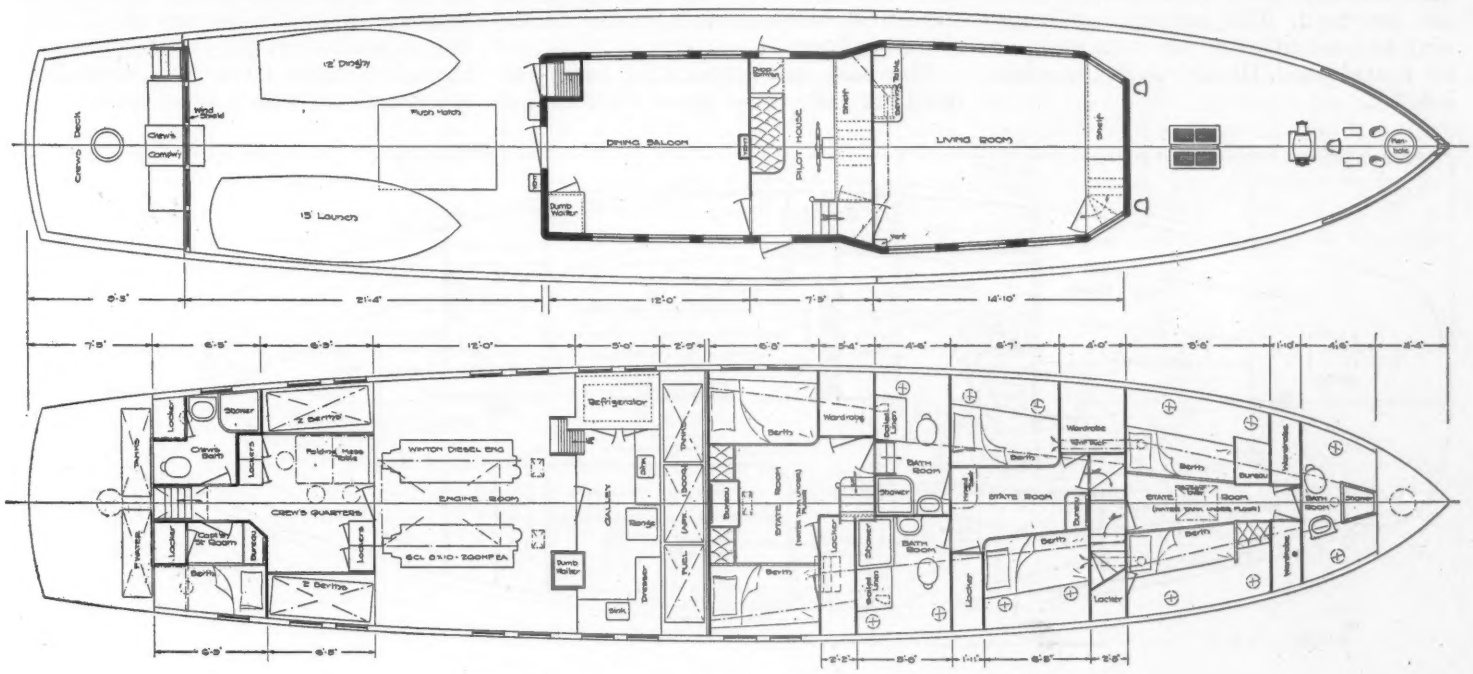
THIS yacht, of pleasing design, is from the board of John H. Wells, Inc., for a yachtsman whose name is withheld for the present. The boat is of the following dimensions: Length over all, 85′ 0″; length on the water line, 82′ 9″; beam, extreme, 16′ 0″; draft of water, 4′ 10″. While the outboard profile gives the appearance of a raised deck model, the side is carried out to the full beam all the way aft and the raised deck effect is given by the clever use of a molding and paint. This gives much more room in the quarters below than would a trunk cabin and also gives a wide upper deck almost all the way aft to the taffrail.

Another feature is the forward living room which is in the sunken deckhouse, an apartment usually given up to the dining room which is used only a part of each day. Devoting this space to the living room, with a clear view ahead and on both sides of the yacht, seems a step in advance. The dining room, in the after part of the deckhouse, is a light and airy space, also with good visibility on both sides. The pilot house, from which the yacht is controlled, has clear vision ahead and on both sides. The seat across its after end has a drop extension so that it may be used for the accommodation of an unexpected guest.

The power plant is a pair of Winton Diesel engines developing 200 horse power each, located fairly well aft. The usual auxiliary machinery is located in the engine room. Forward of the engine room is the galley, clear across the ship, with dressers, two sinks, range and a huge refrigerator. Forward of the galley and bulkheaded off from it, is the tank compartment in which are placed three fuel tanks of approximately 1300 gallons capacity. Fresh water is carried in two tanks in the lazarette. Galley and tank compartment isolate the owner's quarters from any possible noise from the machinery.

In this yacht the crew are berthed aft, their quarters providing for four men in a roomy space with a large bath room, and also a stateroom for the captain. The after deck is given up to the use of the crew.

The owner's quarters are forward and consist of three large double staterooms, each with its own bath room adjoining. The owner's room is under the pilot house and has two rectangular windows each side, the other rooms forward having circular air ports. The owner's room is reached through a private staircase and the others through a stair from the forward end of the lounge.



Main deck and cabin plans of the new 85-footer

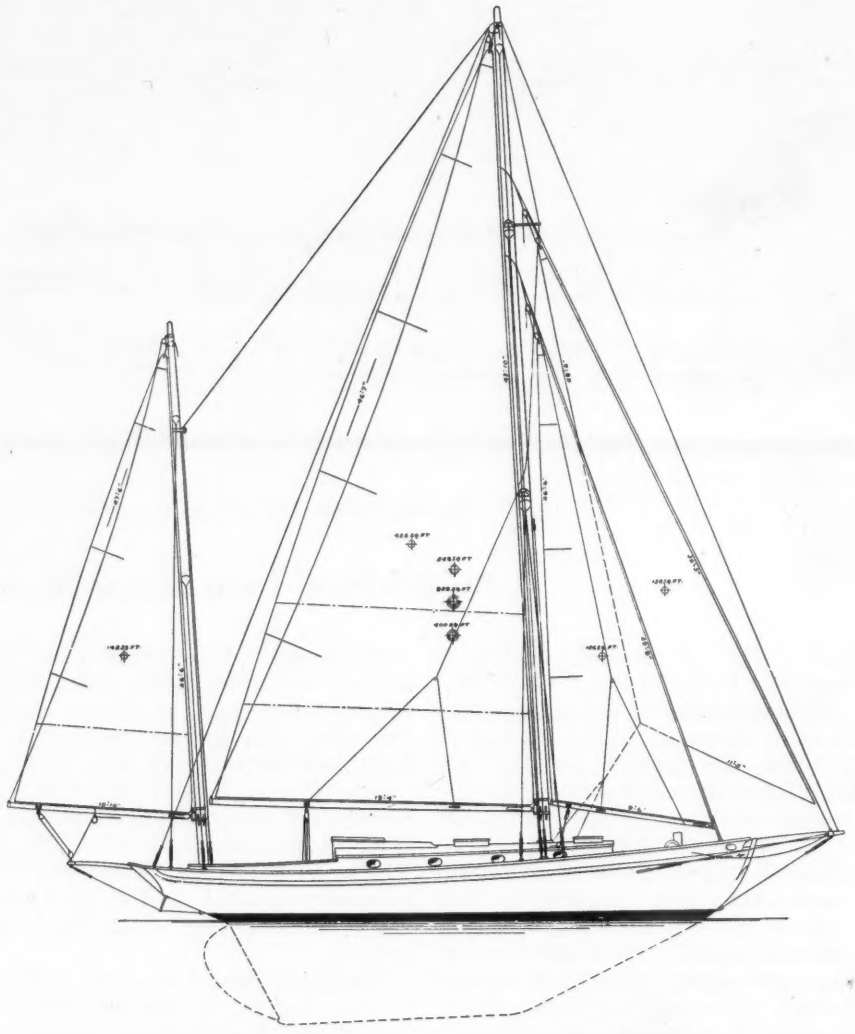
An Auxiliary Cruising Yawl by Winslow

THIS yawl was designed by Ralph E. Winslow, naval architect of Washington, D. C. She is of a size that can be kept up well either with or without the services of a paid hand. Her principal dimensions are as follows: Length over all, 38′ 0″; length on the water line, 29′ 0″; beam, extreme, 11′ 2″; draft of water, 6′ 0″. She carries about 8500 pounds of iron on her keel and has about 2500 pounds of inside trimming ballast.

Her rig is modern and her total sail area is 822 square feet. Of this there are 132 square feet in the jib, 126 in the staysail, 422 in the mainsail and 142 in the jigger. She is designed to balance under all four sails, under mizzen, staysail and jib or under mainsail and staysail when she can be sailed as a knockabout sloop with a small inboard rig in strong winds. The main boom has been kept high enough off the deck so that a dinghy may be stowed bottom up on top of the cabin house.

The cabin trunk is long and low and is strongly braced in wake of the mast. The cockpit is roomy and the side decks of ample width. Plenty of ports and hatches assure good light and ventilation below decks.

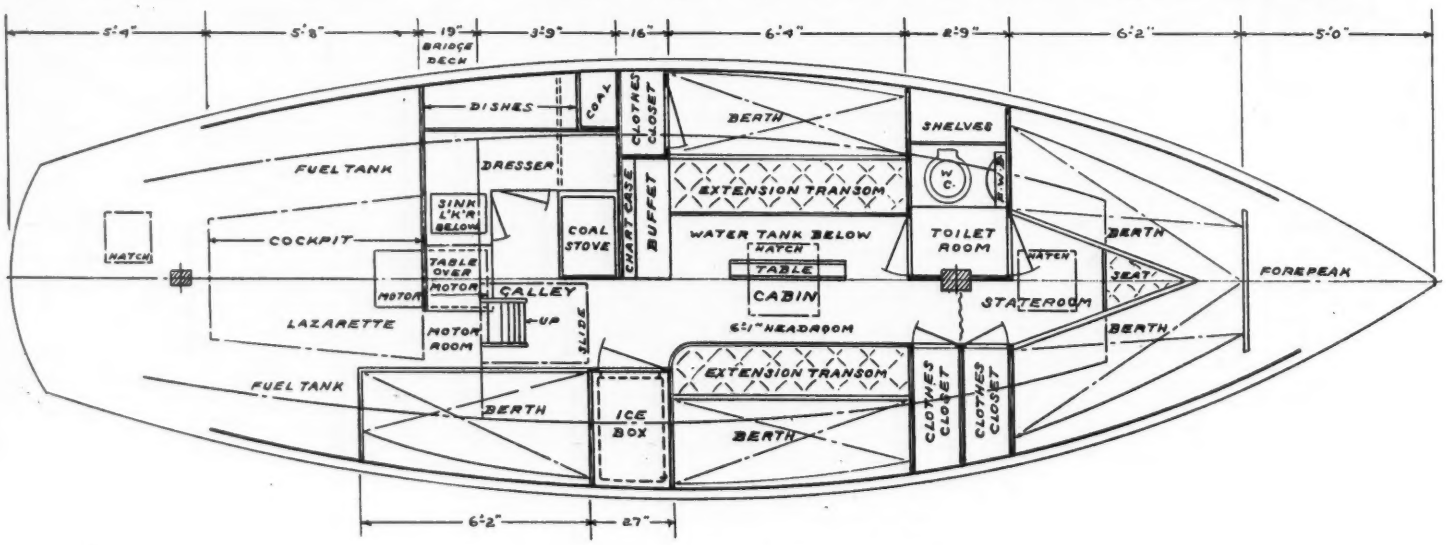
The living quarters are designed to accommodate seven. Forward is a double stateroom with a built-in berth on each side. Next aft is a toilet room to port with clothes lockers opposite. Then comes the main cabin with a standing berth outboard on each side and an extension transom inboard. Buffet, chart locker and clothes closet are worked in aft. A drop leaf table is fitted amidships. Abaft the main cabin is an ice box, next to which is a berth, and a compact galley on the port side with an abundance of working space. The coal burning stove is arranged athwartships. Dish racks and lockers are provided. The passageway berth may be used either for an extra guest or for a paid hand. Headroom in the cabin is 6′ 1″.



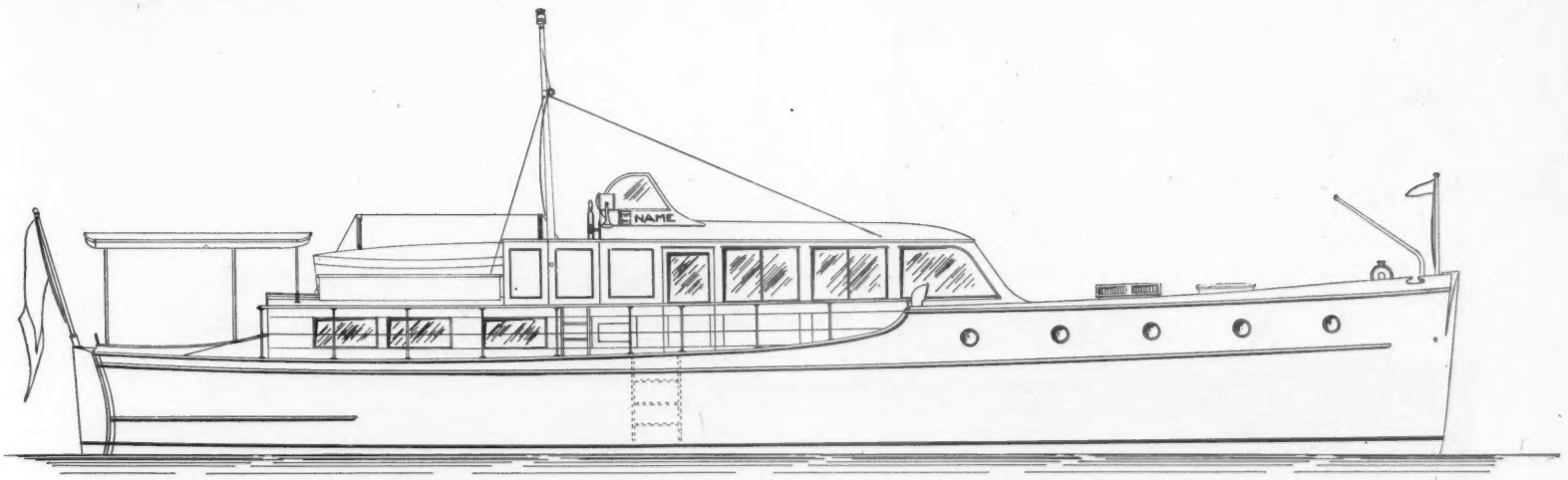
The boat will balance under several combinations of sail

The engine is a Gray 4–40 located partly under the cockpit and partly in the galley. A box covers it in the cockpit and a table in the galley. Two fuel tanks of 30 gallons' capacity are placed under the seats in the cockpit and a good sized fresh water tank is located under the cabin floor.

The boat has ample deck room for handling sails, good room forward for working ground tackle and enough space aft to make handling the mizzen easy. She is not over-rigged but should have a fair turn of speed. She can be handled easily by two people and even by one in an emergency. The double head rig, with the staysail sheet working on a traveler, will be found handier than the single large jib, particularly when cruising with a small crew.



The accommodation plan shows sleeping quarters for seven



The new boat is of the raised deck type, with long house and high trunk cabin

"Amicill," a 53-Foot Motor Yacht

THIS attractive motor yacht, now under construction at the yard of Julius Petersen, Nyack, N. Y., is owned by Walter W. Friend, of New York City, and will fly the burgee of the Manhasset Yacht Club, Port Washington, L. I. She was designed by Nelson and Reid, Inc., naval architects of New York and is a development of the successful motor yachts *Panda*, *Missy* and *Floenna*, built from this firm's designs in the season of 1936. The design is the personal work of Chris B. Nelson, who has turned out some remarkably fine motor boats as well as some of the best known stock motor cruisers.

The principal dimensions of the new yacht are as follows: Length over all, 53′ 3″; length on the load water line, 52′ 1″; beam, extreme, 12′ 10″, draft of water, 3′ 9″. Construction is to rigid specifications with oak keel, deadwood and framing. The outside planking is double, with cedar inside and mahogany outside, fastened with Everdur bronze screws. The decks throughout are of teak as are the deckhouse and cabin trunk and all exterior joinerwork.

The boat is of the raised deck model with deckhouse amidships and trunk cabin aft. The navigating bridge is on top of the cabin trunk abaft the end of the deckhouse. A comfortable cockpit, with a standing roof over it, is worked in aft. The side decks are fairly wide and are protected by a handrail from the break of the forecastle to the after end of the trunk cabin. The forward end of the deckhouse has considerable rake, in the modern manner. The raised deck is fairly long, with plenty of room forward for working ground tackle.

An outstanding feature of the new boat is the unusually large deckhouse. On the starboard side is a davenport, which forms a bed at night, and on the port side is a Pullman berth which folds up into the side of the house when not in use. The deckhouse is also fitted with a folding table, cabinets and a built-in radio receiving set. Amidships are large folding flush hatches over the engines but the machinery compartment may be reached, without raising these, through a hatch on the starboard side.

All controls are carried to the bridge, abaft the house. A large and comfortable seat is fitted on the bridge. A small boat is carried in chocks on top of the cabin trunk, with a pair of davits for handling her on the port side.

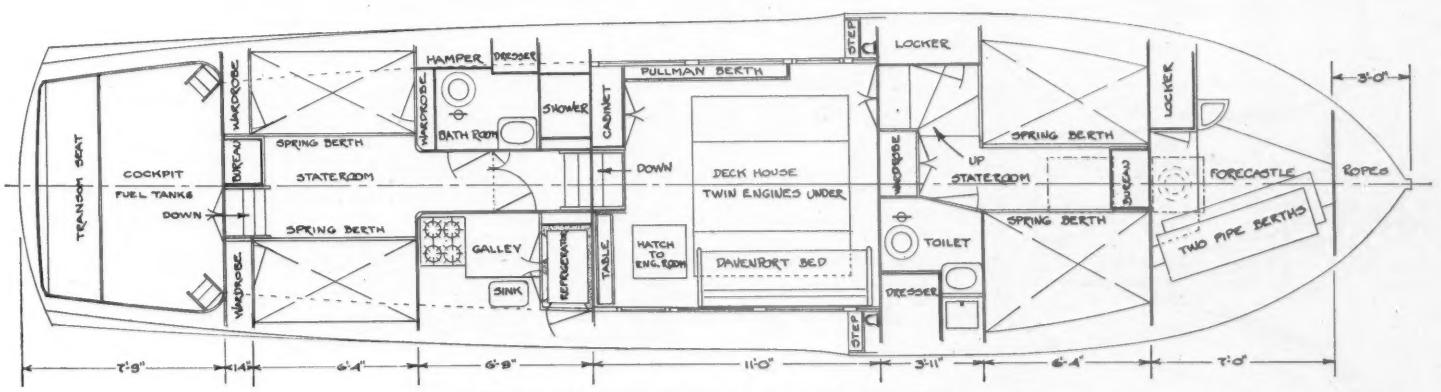
The crew is accommodated in the forecastle, next to the rope locker on the fore peak, and there are two pipe berths, locker, wash basin and toilet. A hatch overhead gives access to the forecastle.

Next aft is the forward stateroom, with a wide built-in berth on each side, fitted with box springs and mattress. Adjoining this stateroom is a compact toilet room with dresser and the usual fixtures. Against the after bulkhead is a wardrobe and on the port side are stairs leading up to the deckhouse.

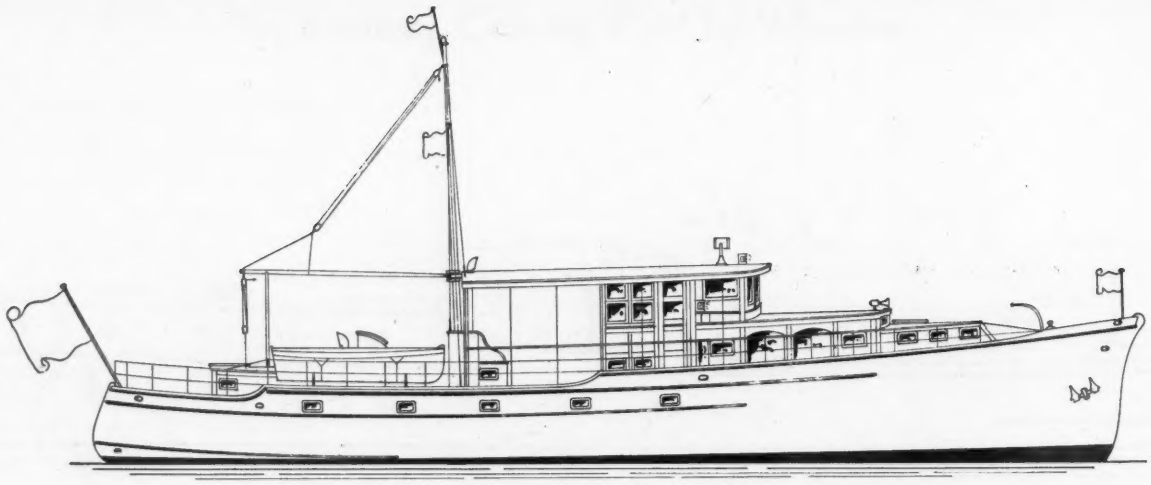
Abaft the machinery compartment is the galley, on the starboard side. This is fitted with a four-burner gas stove, with oven and broiler, and a large cork-insulated ice box. The ice box is filled through the side of the trunk, from the outside of the yacht. The entire interior of the galley is covered with sheathing of stainless steel, no woodwork whatever being exposed. A skylight overhead furnishes ventilation.

Opposite the galley is a bath room, with shower and dresser, and in the after part of the cabin is another double stateroom. This has a wide built-in berth on each side, a bureau and three wardrobes. A door gives access to the after cockpit. Hot and cold running water are supplied to the bath room as well as to the toilet room forward.

The power plant, located amidships under the deckhouse, is a pair of 180 horse power Sterling Petrel gasoline engines, giving the yacht a speed of 18 miles per hour. The yacht has an independent 32-volt lighting plant, a Lux fire extinguishing system and a pressure water system. The propeller shafts are of 2″ Tobin bronze and all struts are fitted with Goodrich Cutless bearings.



The accommodation plan has been well worked out



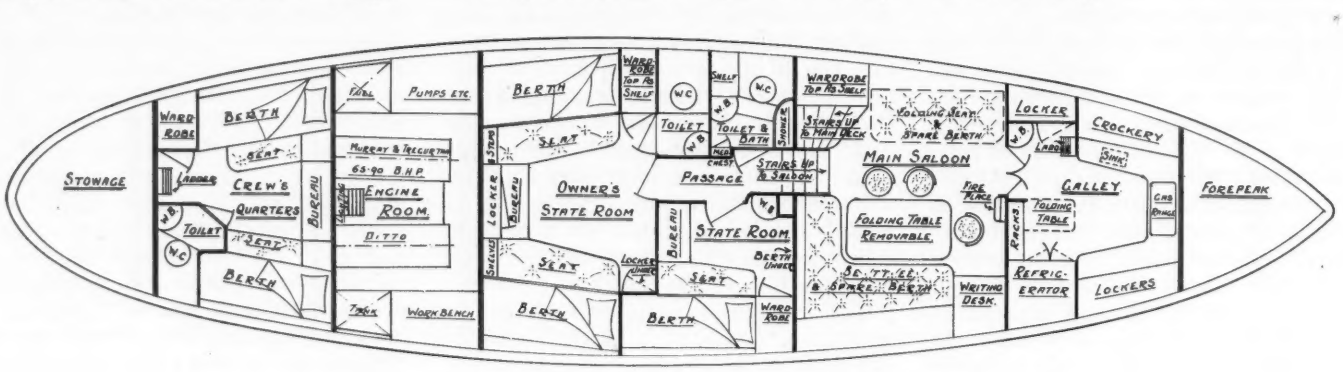
The boat has a cruiser stern and a modified battleship bow

A 65-Foot Cruising Houseboat of Novel Design

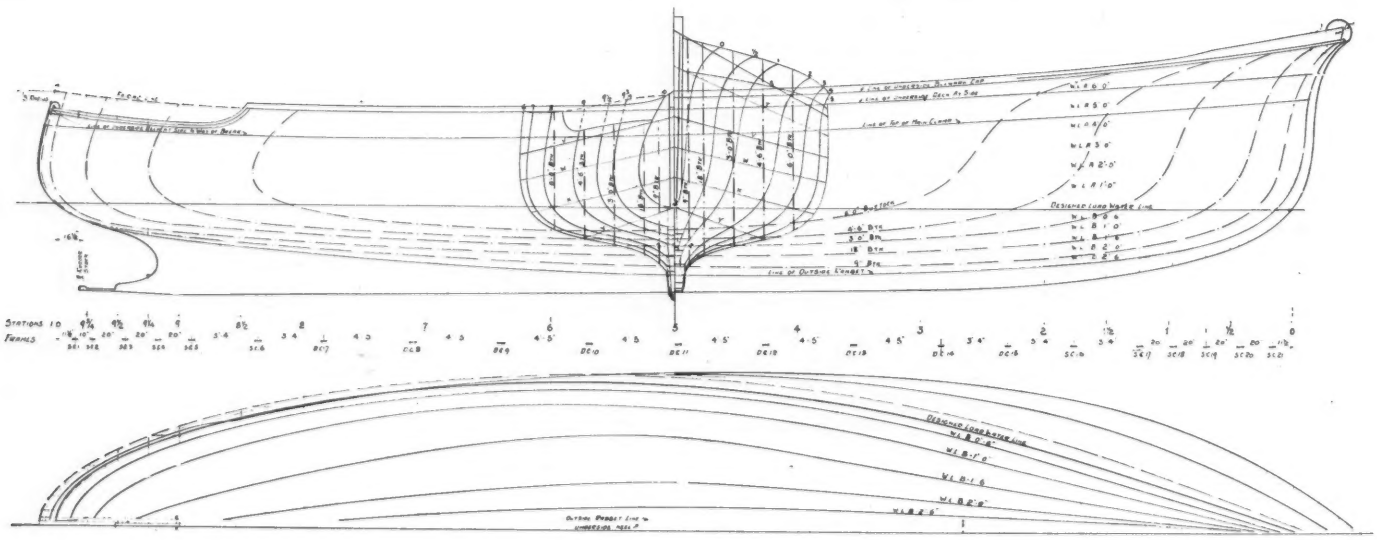
TO MEET the requirements of a Philadelphia client, C. Padgett Hodson of Boston, Mass., and Portsmouth, N. H., has designed this cruising houseboat. She is to be used on Barnegat Bay and the Chesapeake during the summer and in Florida in winter. Fairly extended cruises along the coast will also be made. The layout is somewhat unusual, two essentials being quiet in running and as large a deck space amidships as possible with no extended trunk.

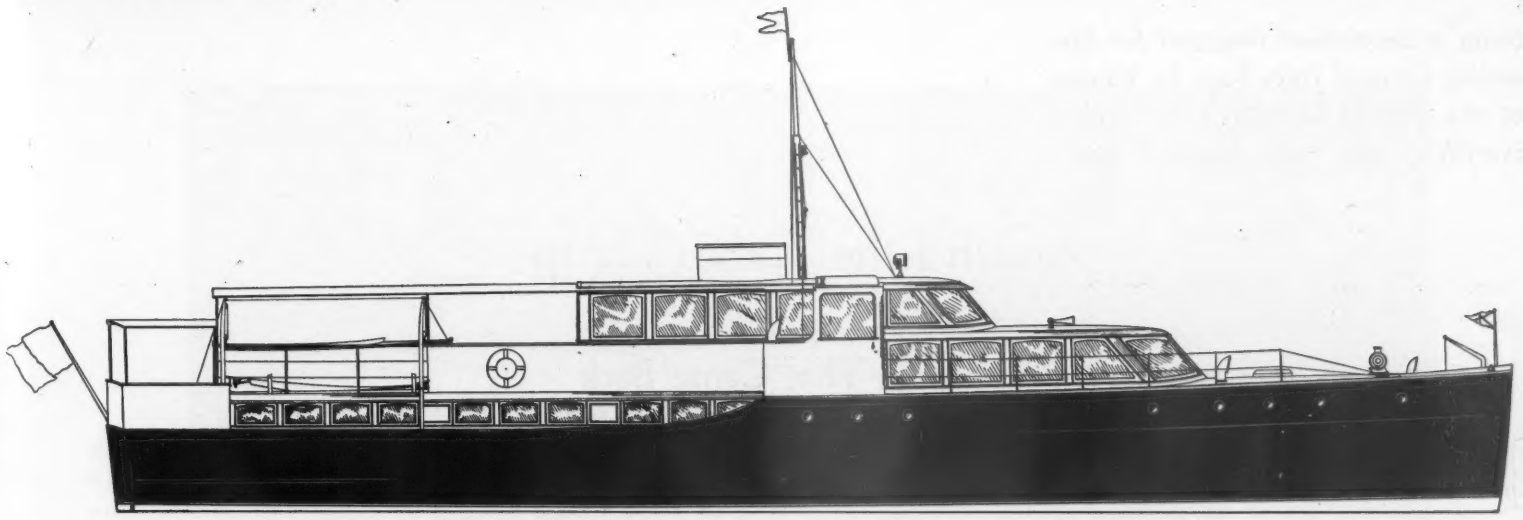
The boat is 65′ 0″ in length over all, 16′ 0″ beam and 4′ 7″ draft in normal cruising condition. Construction throughout is fairly heavy and the boat is to be built to good work boat standards with little yacht finish. The lines, with cruiser stern and modified battleship bow, show a wholesome model which should handle well in a seaway. Certain characteristics of the San Francisco Bay and Brittany fish boats, noted for their seaworthiness, have been incorporated in the design. The beam necessary to get the desired accommodations, and the light draft, demanded careful handling of the lines to ensure a fairly easily driven hull.

The power plant is a pair of Murray & Tregurtha engines developing 90 hp. each at 800 r.p.m. and driving the yacht better than ten knots. The machinery is installed well aft with the crew's quarters abaft the engine room. Gasoline tanks of 400 gallons capacity are in the wings of the engine room and 200-gallon water tanks under the main cabin. Forward of the machinery compartment is the owner's stateroom with toilet room adjoining. Next is a stateroom with a toilet room opposite and forward of that is the main cabin. Still further forward is the galley, extending across the ship.



Accommodation plan and, below, lines of the new cruising houseboat designed by C. Padgett Hodson





Outboard profile of the 85 foot motor yacht designed by Sparkman & Stephens, Inc.

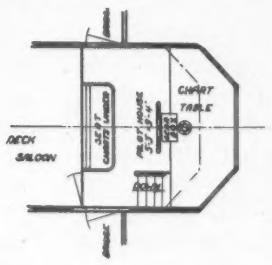
A Twin Screw Motor Yacht, Diesel Powered

HEREWITH are the plans of an interesting motor yacht from the board of Sparkman & Stephens, Inc., naval architects of New York. The principal dimensions of the new yacht are as follows: Length over all, 85′0″; length on the water line, 83′6″; beam, 16′6″; draft of water, 4′0″.

While the yacht is based on the plans of the designers' successful *Linwood*, a 77-footer built last year, she is quite a little longer and has a number of attractive features. Construction is to high standards, the keel and framing being of white oak, the outside planking double, of cedar and mahogany, and the deck of teak. Deckhouses and cabin trunk are of mahogany.

The yacht is of the raised deck model, with a sunken house forward, abaft which is the pilot house. This has a bridge extending out to the rail on each side and fitted with a shelter of glass and mahogany. The cabin trunk aft is wide, nearly the full beam of the yacht, and makes an excellent lounging space under an awning. The forward ends of the houses are given considerable rake.

The power plant consists of a pair of Superior Diesel engines developing 150 horse power each and giving the yacht a speed of 18 miles per hour. The auxiliary machinery, which includes an electrical refrigerating plant and a Diesel-driven electric generator, is located across the forward end of the engine compartment. Forward of the engine room, in a compartment of their own, are the tanks.

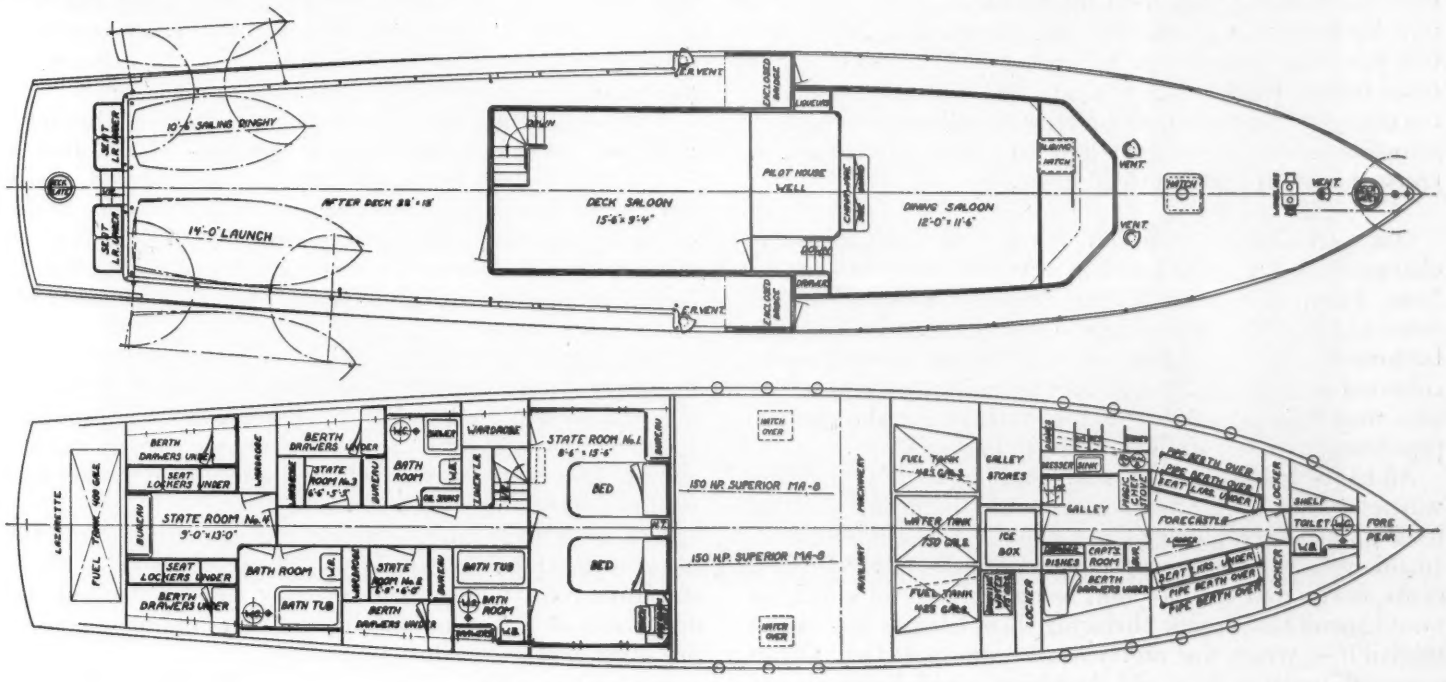


Two fuel tanks of 425 gallons capacity each and a 750-gallon fresh water tank are provided here and a 400-gallon fuel tank in the lazarette.

Below decks, the accommodation plan shows a forecastle fitted with four pipe berths, lockers and seats, with a toilet room adjoining. Next aft is the captain's stateroom, to starboard, with the galley opposite. The galley has the usual fixtures and is sheathed with Monel metal. A capacious refrigerated space and a roomy storeroom adjoin the galley.

Abaft the machinery space is the owner's stateroom, the full width of the ship, with a large wardrobe and a bath room next to it. A passageway leads aft with two single staterooms opening from it and another double stateroom aft.

The dining saloon is in the forward deckhouse and abaft the pilot house is a roomy deck saloon.



Cabin, main deck and bridge of the new motor yacht

Being a Department Designed for Preserving Unusual Tales Spun by Yarners at the End of the Day's Run When Everything Has Been Snugged Down

Around the Cabin Lamp

The Boat That Came Back

FOR genuine good companionship with the last reef shaken out, nothing can beat a group of yachtsmen and fishermen in a gam. Naturally, the group has to be one which approaches a hand-picked grade because the members of neither faction will really loosen up and unburden their souls unless they possess a wholesome and sincere respect for the other. But this condition is found frequently in certain soundings. And speaking of souls, here is the gist of a discussion by one such group and the yarn that wound up the session in the cabin of a little cruiser swinging to her anchor behind the breakwater at Vineyard Haven.

Of course, poets and an occasional superstitious sailor will talk about the soul of a ship or boat. Very well-ballasted master mariners will solemnly assure anyone that there is more to a vessel than mere wood and iron. No one laughs at this because any boat owner or sailor who possesses a trace of the tincture of Stockholm tar in his veins will, sooner or later, develop an affection for his boat, however large or small, which reveals to him all the oddities of her character, her likes and dislikes — God knows every vessel has them — and various other things that no landsman could understand or appreciate.

But souls in ships? The idea is fantastic in the extreme. A man-made fabric of wood and metal, having any sense of feeling, capabilities of showing emotion or developing a will of its own? Heavens, no! That's exactly what any one of these most salt-loving seamen will say when actually pinned down to brass grommets and the load line. Why, even Frankenstein's monster, modeled as nearly as possible after man, seemed to have precious little soul, so how the devil could a vessel have one? And so went the discussion, while pipe after pipe burned out, was reloaded and burned again. And then this yarn was spun, not as an argument but merely one of those things. Explain it if you can. But you can't; there are too many similar occurrences after you pass the four-fathom sounding, and few men attempt to account for anything unusual beyond that depth of water.

Old man Charlie Anderson was one of those longshore characters that may be found in any port, however small or large. A man of considerable age, whiskery, wearing patched pants and paddling around in a skiff or sailing a little round-bottomed boat. Sometimes he went fishing, more often he collected junk. And, although he was credited with considerable wealth, he was always out of tobacco for the corncob pipe that never left his lips except to be filled.

All hands knew old Anderson, liked him and favored him whenever they could, by giving him anything that was due to be junked or by passing him a line when he wanted a tow. In this way he came into possession of many a small boat, skiffs, dories and the like and, being a clever workman, he would spend his winters "bringing them back to life" as he termed it — which was pretty nearly correct at that. Given a castoff tholepin hole, old Anderson could build a boat around it — and a pretty good boat she'd be, too.

Most of these boats were sold after they had been rebuilt but, when one day someone gave him a battered trawl dory with the bottom and lower strake rotted off, old Anderson expressed unusual gratification and declared that he had wanted something like that for a long time. He coopered and tinkered for months on the thing and finally brought her forth, narrowed, shortened, lowered on the side, with a new bottom, new thwarts and the whole boat bright and shining with fresh paint.

"Tight as a cup, solid as a log and safe as a church," he chuckled, and he was right at that. He kept this boat, using her season after season, and his apparent fondness for the thing attracted the attention of various of the gang who thought at times that the old man was getting careless in his old age. Observing that he had her barely touched up on the beach while he cleaned a mess of fish, someone said to him: "Charlie, you'll lose that boat, leaving her like that. The wake of a passing launch will float her off, the tide will take her and then she'll be gone."

Old Anderson chuckled. "She won't leave me! I saved her from the wood pile and she knows it. I don't have to worry about losing that boat!" And, to demonstrate his point, he shoved the dory out into a four-knot tide that was sweeping through the anchorage basin. The dory shot out into the current, seemed to hesitate for just an instant, then dipped her bow a trifle and sagged gently inshore until her nose hit the beach only a few feet away from where old Anderson was standing.

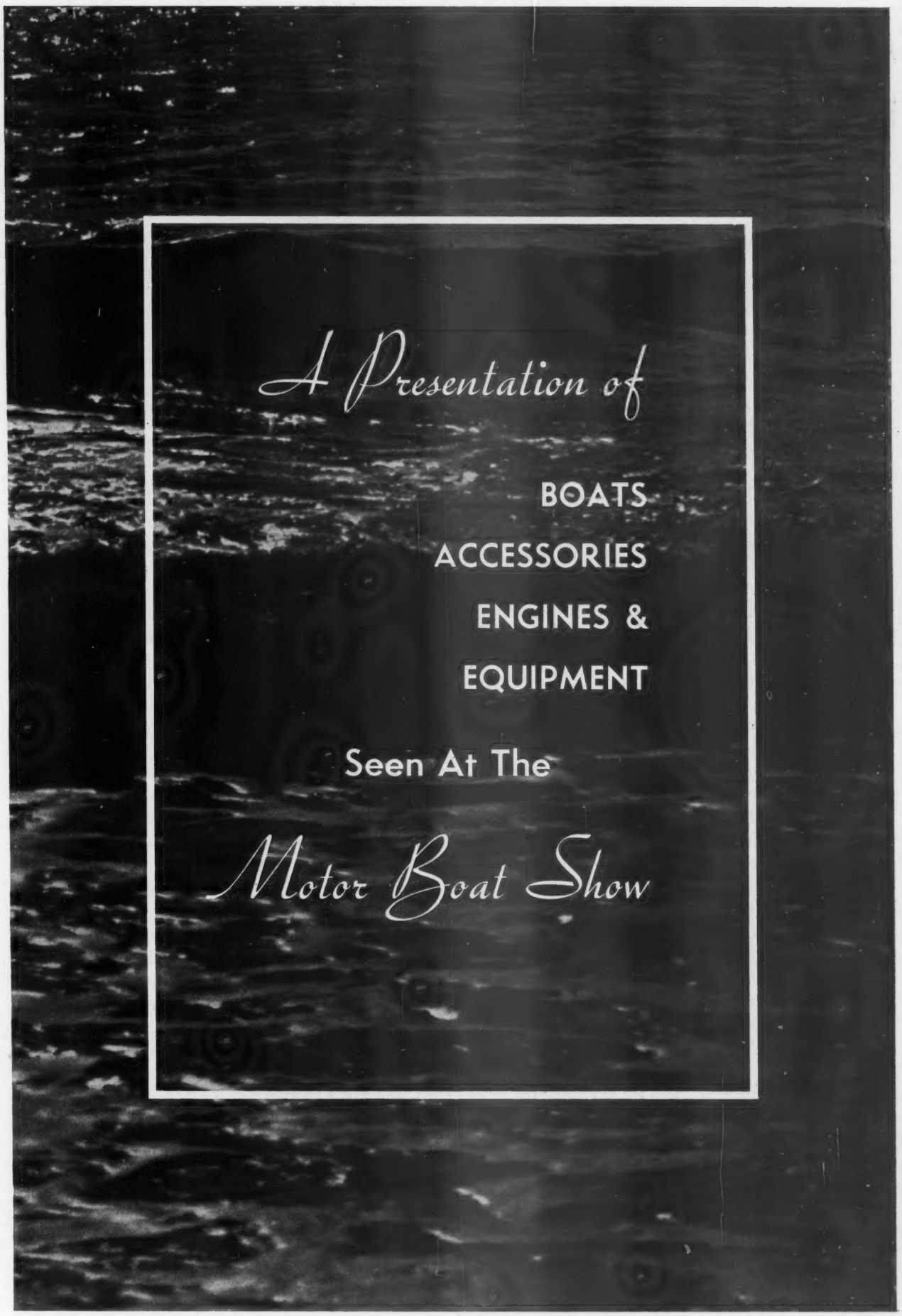
This yarn was told and retold and, as often as anyone approached the old man with a query as to its truth, he would give them a similar demonstration. Three times the boys stole the dory at night, taking her from Anderson's little dock and mooring her half a mile away. Each time she parted her warps and drifted back to the dock again.

Then Anderson died. They sold the dory to a fisherman, who used her and bragged about her good points. But he just couldn't keep her made fast. Knots loosened, warps parted and finally he moored her with a chain, only to discover her gone the next morning with the staple pulled out of the oak pile. And each time he went looking for her, he found her stranded on the beach in front of Anderson's old shack.

Pulling out the staple was the last straw, however, and he hauled that dory on to the beach, filled her full of driftwood and burned her to ashes. Just the head of the stem was left, a six-inch piece of oak and a daub of green paint. It was the end of Anderson's dory when the next full tide made and washed everything clear.

But, a few days later, someone, cruising the beach in the vicinity of Anderson's dock, picked up the piece of stem, stranded, right there where the dory had always laid. He dropped it as if it were hot although it would have made a fine stick of stovewood.

JOE CHASE ALLEN


A Presentation of
BOATS
ACCESSORIES
ENGINES &
EQUIPMENT
Seen At The
Motor Boat Show

The New York Motor Boat Show— Then and Now

WHEN the doors of the Twenty-Fourth Annual Motor Boat Show were thrown open to the public in 1929, Grand Central Palace housed a collection of pleasure craft and accessories that reflected the flood tide of marine production. Boats and engines, gadgets of various denominations, yachts and dinghies — all were stowed inside, until the Palace resembled a merchantman loaded to her Plimsoll.

Standardized builders, recently come into their own, offered lavish displays in which decorations and fittings sparkled in contrast to polished mahogany and gleaming white topsides. That year the cruisers held the center of the stage with a remarkably fine display. With sizes to fit the purse and requirements of almost anyone, the stock boat reigned supreme. Both yachtsman and general public seemed perfectly willing to stand in line for a chance to climb aboard. Runabouts too, gems of the boatbuilder's craft, were the cynosure of many eyes, old as well as young.

Present in large numbers were the outboards with hulls for every use, from racing to cruising. Many of the racing "steppers" were no more than lightly-built engine-platforms, yet, as they later demonstrated, capable of whizzing from Albany to New York at 37 miles.

Through the depressed years of industry which followed 1930, the Motor Boat Shows went along valiantly, offering remarkably adequate exhibits to a public hardly able to afford luxuries. But these years nevertheless led gradually toward a new spirit of boating which was one of the few healthy emanations from the lean times. Last year, the Motor Boat Show reflected this new spirit in one of the greatest displays ever held. The general public swarmed over the Palace, registering an interest in and knowledge of boats scarcely anticipated.

This year we enter the portals of Grand Central Palace, far better organized as an industry, than in the past. There is a new spirit of coöperation abroad on the waterways. Instead of the sometimes gaudy nautical creations of the past, there is in evidence in the 1937 exhibits, a new utility, a modernity without going to extremes, what might be termed a "streamlined conservatism" which will go far toward establishing satisfaction and confidence.

The industry is again turning over without the necessity of meeting a price. Quality is apparent. One large manufacturer of standardized boats reports an increase of 59 per cent in orders over a like period in 1929, the previous high year.

These and other considerations indicate a successful year ahead. Thus we enter the 32nd Annual New York Motor Boat Show. As a man, the industry rises to make this year one of great triumph, as well for the casual sailor as for the complete yachtsman.

Cruisers, Runabouts and Sailboats

The 41-foot Elco Custom Model Cruisette is an unusually handsome and able-looking boat, showing speeds up to 25 m.p.h. There are accommodations for six to eight. The deck cabin "dinette" is shown below

Elco Exhibit Features New 53-Foot Yacht

The Elco Fleet for 1937 is represented by an exhibit of six individual cruisers, two of which are making their debut, ranging in size from 30 to 53 feet in length. It is the most comprehensive offering yet made to the yachting public by The Elco Works.

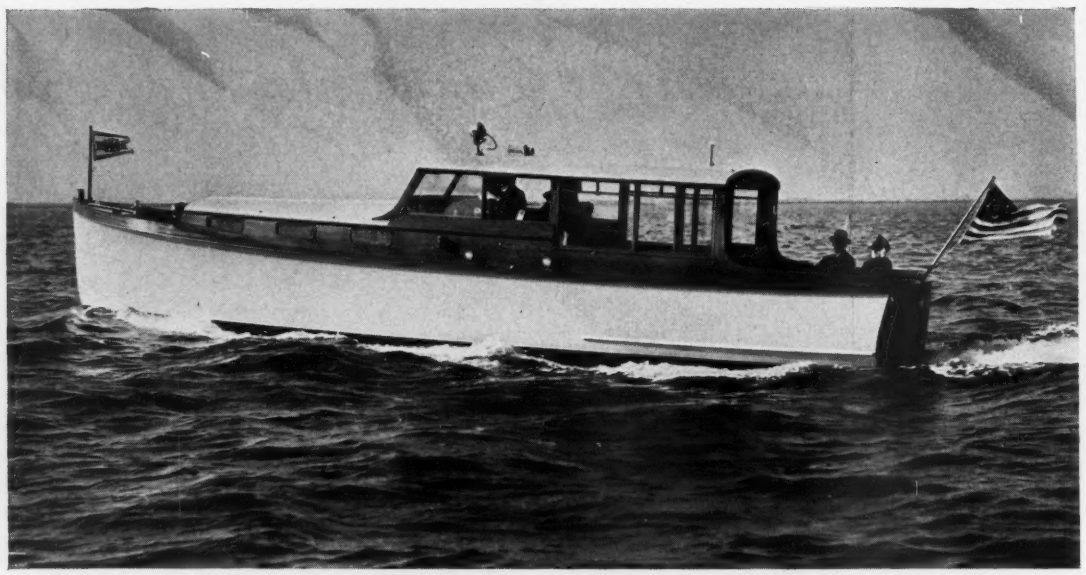
The two new models consist of a 30-foot single cabin, open cockpit cruiser known as the Marinette, and a new 53-foot Motor Yacht. The latter is similar in appearance, styling and general design to the 48-foot Elco, but is furnished with flying bridge and a semi-sunken after cockpit. With the controls placed above, a delightful decorative scheme has been carried out in the deckhouse. This craft, flagship of the 1937 fleet, has accommodations for six in the owner's party plus a crew of two. Twin Diesel motors, reduction geared, provide a speed of 15 to 17 m.p.h.

The Marinette is an able little cruiser of attractive design, which should appeal to the first-boat buyer or yachtsman of moderate means. Economical in operation, the Marinette sleeps four and offers a speed of 12 to 13 m.p.h.

General styling of the 1937 fleet has been enhanced by carrying out further the principles of Elco "fairlining." It has never been the policy of Elco designers to establish radical or extreme lines in their boats, their feeling being that the average yachtsman favors conservatism in his craft. Instead, more attention has gone into refinements of interior accommodation, nicety of appointments. Galleys, toilets, lights, hardware and fittings have been improved wherever it was possible to insure greater comfort and convenience to the owner or his guests. Cabin trunks, which sometimes cause trouble, and windshields, for example, have been made leakproof, and other important but often overlooked details have been redesigned.

Forming the bulk of the display are three Cruisettes in 32- and 38-foot lengths, together with a 38-foot Angler of the Captain Tom Gifford type. This last mentioned boat is a duplicate of the Elco Cruisette "38" recently delivered to Captain Tom Gifford for use in Florida and Bimini deep sea fishing. Atop the cabin roof is a "fairlined" helmsman's seat, giving 360° visibility, an important feature for this type of service. Pulpit and barrel seat are also provided in this completely equipped sport fisherman.

The Cruisettes, although altered and improved in numerous ways, as indicated, remain essentially the same as previous models. The Custom or Deck Cabin design of these craft is continued because of its popularity among yachtsmen. Originally introduced and developed by Elco, this arrangement consists of two cabins, one forward and one on deck, with comfortable accommodation for six to eight persons. The deck cabin serves as a lounging space during the day and may be enclosed with sliding panels, either solid or glass, at night or in inclement weather. Screens for all



The 38-foot Cruisette may be had in single or twin screws. Gasoline or Diesel power is optional

the windows and doors are also provided.

In addition to the deck cabin arrangements, Elco also offers single cabin, double cabin, twin cabin and angler arrangements on 1937 Cruisette hulls. Another element of what might be termed Elco's "personalized" method of building cruisers, is the plan of presenting a wide choice of interior arrangements, as well as allowing the purchaser to select his own power plant. This may be either a single or twin screw installation, gasoline or Diesel, depending on the purchaser's requirements.

As has been the custom in the past, Port Elco, permanent Elco showroom, which adjoins the Grand Central Palace, forms a part of the Motor Boat Show during Show Week. Also on display here is a cutaway section, which graphically illustrates Elco hull construction and steel engine foundations which minimize shaft misalignment, as well as the safety fuel system.

American Car and Foundry Cruisers for 1937 Season

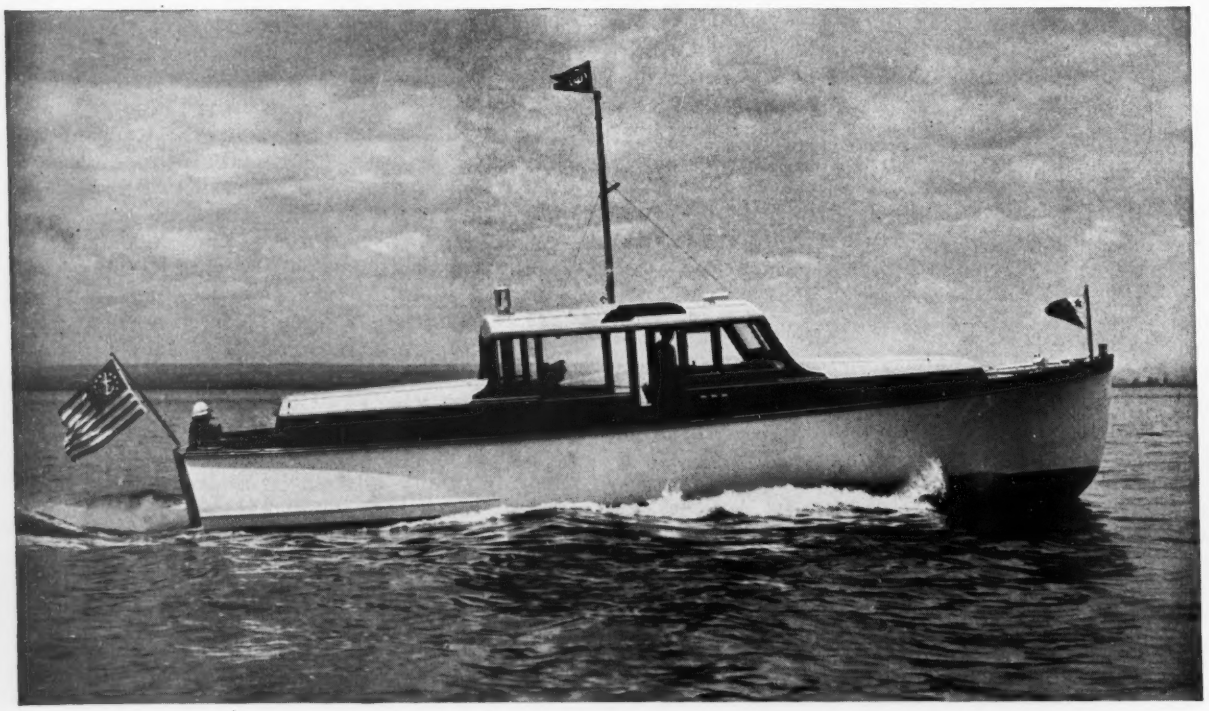
Famous in the design and construction of boats since clipper ship days, the American Car and Foundry Company, of Wilmington, Delaware, has offered a fine new fleet of cruisers and motor yachts for 1937. Stars of the line are a new 42-foot double cabin Voyager, a special de luxe 32-foot Wanderer and a 26-foot Roamer, in the modern manner. In addition, announcement has been made of a new 34-foot Fisherman.

The a.c.f. spotlight has focused on its new 42-foot Voyager. This boat is a splendid example of the craft of American naval architects and builders. The boat is supplied with a twin screw, twin rudder installation and may be had either in double or single cabin arrangement. The accommodation and appointments of this craft merit the approval of the fastidious yachtsman. Further details will be found in the "Waterfront News" section of this issue.

The new a.c.f. Roamer is similar to the 26-footer of that name in the 1936 line. The exception is the cabin top, which is faired off at the forward end into a more graceful line.

A de luxe edition of the 32-foot Wanderer has been developed which offers a number of interesting features at only slightly additional expense. Prominent among them are: V-type windshield, longer sides for the protection of the helmsman and a raised dinette which enables one to look out of the cabin windows when seated. This de luxe Wanderer also sports a permanent top, sloping forward cabin end, and extra storage space throughout.

The entire a.c.f. fleet for 1937 con-



The 41-foot Cruisette may also be had in a double cabin model, which makes for greater privacy

Here is the 1937 De Luxe Model 32-foot Wanderer by a.c.f. She has many exceptional features

sists of the following (asterisks denoting newcomers to the line):

26-Foot Roamer
32-Foot Wanderer
*32-Foot Wanderer de luxe model
34-Foot Cruiser
38-Foot Express cruiser
40-Foot Single cabin cruiser
40-Foot Double cabin cruiser
*42-Foot Voyager, twin screw, double cabin
*42-Foot Voyager, twin screw, single cabin
46-Foot Twin screw double cabin cruiser
47-Foot Motor yacht
54-Foot Motor yacht
68-Foot Motor yacht

Recent announcement by the a.c.f. indicates the launching of a new 96-foot twin screw, Diesel powered, custom-built motor yacht at the yards in Wilmington.

Tradition in yacht building counts for a great deal, both in the practice and prestige of a builder. Thus it is with justifiable pride that a.c.f. recalls the year 1877, when the *Sarah E. Ridgeway* was constructed and launched from their yards. She made a record of leadership for the American merchant marine on several occasions, once trimming a steamer between Rio and New York, making the passage in 26 days 14 hours.

The plant at Wilmington also makes a specialty of designing and manufacturing architectural woodwork for use in some of the finest homes in America.

Versatility Marks Big Chris-Craft Line

New to the Chris-Craft Fleet is a 24-foot Sportsman, combining the advantage of a utility boat and a runabout. Her builders say of her: "The interior is comparable to that of a utility boat, while appointments, fittings and finish are those of a custom runabout." Below water, she has the lines of a runabout, giving her speed, handiness and smooth-riding qualities. She has V-windshield and double cockpit forward, a passageway giving access to the after compartment where single or twin engines are set in individual motor boxes. Various engine installations are optional in either single or twin screw drive, giving speeds as high as 40 m.p.h.

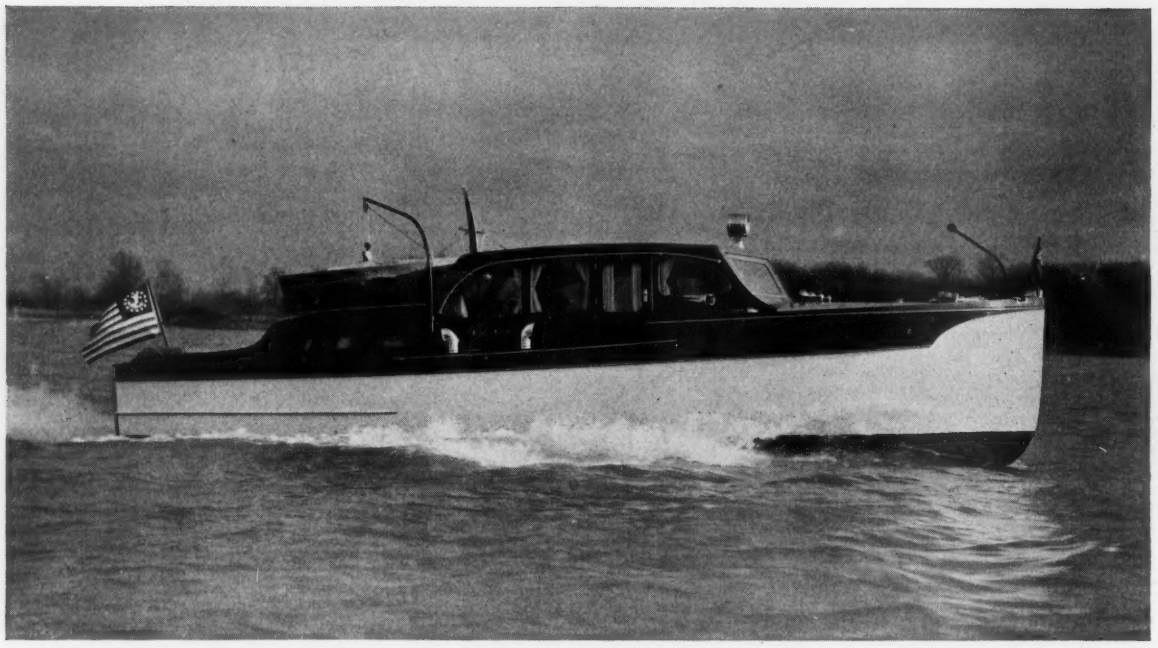
All new models of Chris-Craft feature increased beam, length and freeboard, positive worm-and-sector steering, heavier and narrower planking, increased horse power optional, and modern styling throughout.

In the utility field are three models: A new 17-footer, available in standard or de luxe models with top speeds of 29 or 35 m.p.h.; a new 21-foot utility boat with 7 inches more beam than last year's model and considerably more freeboard forward. This boat may be powered with 55, 85 or 110 horse power motors, the top speed being 35 m.p.h.

Another model by a.c.f. showing new characteristics is the single cabin Voyager, a 42-foot cruiser

THE MOTOR BOAT SHOW

This 40-foot cruiser by Chris-Craft has everything from twin beds in owner's cabin to dining nook on the bridge



The 21-foot Utility and the 24-foot Sportsman are available with built-in cabins, V-type windshields and sliding windows.

A newcomer to the line, designated as the 27-foot race boat, is the long, low mahogany craft powered with a 375 horse power V-8 engine. This boat can sustain 54 m.p.h. The 16- and 19-foot race boats, respectively powered with 95 and 125 horse power engines, are again shown, both boats having wide option of color combination with leather upholstery to match.

Another new boat this season is the 17-foot double cockpit forward runabout, supplanting the 16- and 18-foot models of 1936. An engine of 55 or 85 horse power provides speeds either of 31 or 35 m.p.h. Continued from last year are the 19- and 22-foot runabouts, with advanced styling, better riding qualities and more equipment offered at standard prices.

A new 25-foot custom runabout, seating twelve people in three cockpits, is a big husky boat. With a 212 horse power motor, she makes 42 m.p.h. Optional horse power is 152 or 125, with correspondingly lower speeds. The popular 27-foot custom runabout is again featured, a craft which now offers speeds up to 45 m.p.h.

The 1937 fleet of Chris-Craft cruisers, twenty-three models strong, is comprised of boats from 25 to 40 feet in length, in five general types — single cabin, double stateroom, enclosed, sport flying bridge and sport fisherman. Streamlining gives graceful flowing lines. Increased length, beam and freeboard give greater stability and additional space for storage. Interiors have been redesigned to insure the utmost in light, air, all around comfort and luxury.

The cruiser models are as follows (asterisks indicate models not in production heretofore):

25-Foot Chris-Craft Clipper, 55 to 85 horse power.

*25-Foot Semi-Enclosed, optional engine installations, two of which are twin screw, giving 17 to 27 m.p.h.

*26-Foot Single Cabin, with four power options, giving top speeds of 15, 19, 22 and 24 m.p.h.

*26-Foot Enclosed Cruiser; a new wide and breezy after cockpit gives the thrill of riding in an open boat. Same power options as 26-Foot Single Cabin.

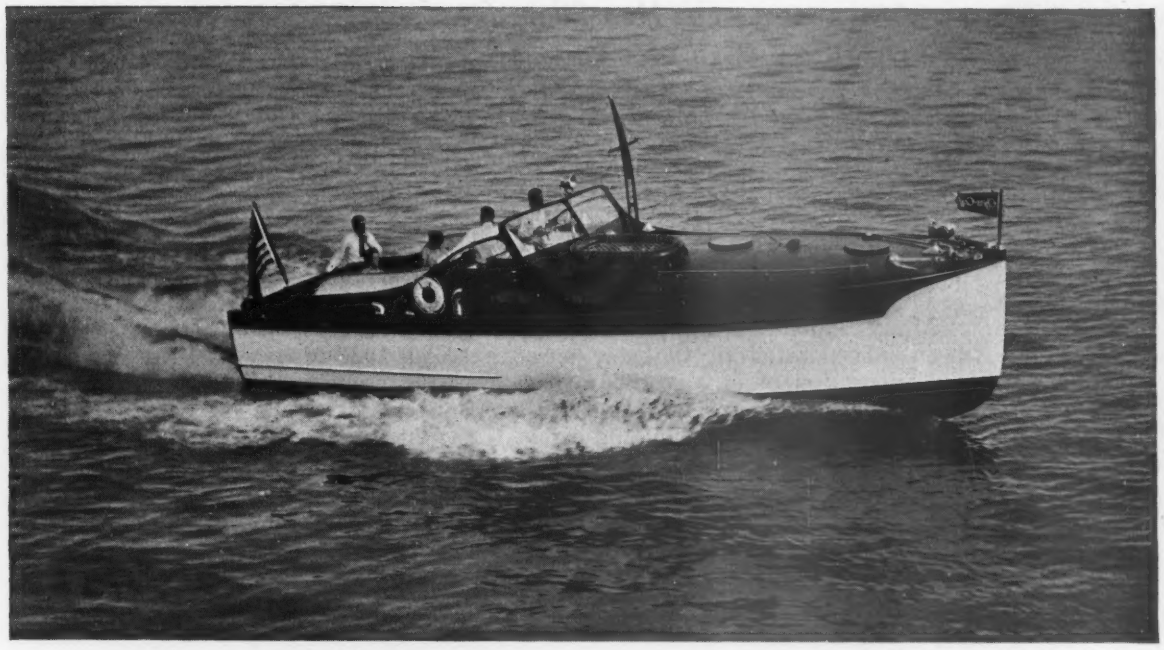
*29-Foot Enclosed Model. Both this model and the 29-Foot Single Cabin model are complete little ships, having the following attractive appointments: chromium-plated hand rails, streamlined military masts, ventilating cast bronze port lights with screens and dining nooks.

*29-Foot Single Cabin Model. Both 29-footers have the following power options: 55, 85, 130 horse power or two 55 and two 85 hp. reduction gear engines, giving speeds of 14 to 23 m.p.h., top, respectively.

32-Foot Double Stateroom Model; 32-Foot Deckhouse Model; 32-Foot Enclosed Model. Characteristic of these three models are V-type windshields. They are more heavily built than last year's 31-footer, weighing 1500 pounds more. Thirty-two-footers are available with the single and twin screw engines and speeds from 17 to 22 m.p.h.

*35-Foot Double Stateroom Model; *35-Foot Enclosed Model. These new streamlined cruisers have V-type windshields and a forward cabin roof which slopes gradually from windshield to bow.

A new model Chris-Craft is this 24-foot Sportsman with permanent cabin and ventilating windshields



The Chris-Craft sport flying bridge cruiser will please those who want plenty of deck room, fresh air and sunshine

*40-Foot Double Cabin Model (enclosed bridge), a luxurious new type, incorporating all the latest ideas in streamlining, as well as innovations in interior design and appointment.

*40-Foot Double Stateroom Model. Extreme freeboard characterizes this model, made possible with the raised deck, thus providing 6 feet 6 inches headroom below decks.

Sport Fisherman and Flying Bridge Cruisers are also part of the 1937 line, these models being available in lengths from 26 to 40 feet. Sport flying bridge cruisers offer new smartness in appearance. The same cabin arrangements apply as on the standard models.

Sparkman & Stephens on Deck

Featuring models of such famous blue water vehicles as the *Dorade*, *Stormy Weather* and a rigged New York Yacht Club "32," Sparkman & Stephens, Inc., yacht brokers and designers, are on hand in Spaces 115 and 116 on the third floor. In charge of the display is Drake H. Sparkman, well known to yachtsmen, who welcomes visiting yachtsmen to a "gam" and probably a demonstration of their new backstay lever, developed in coöperation with Henry B. Nevins.

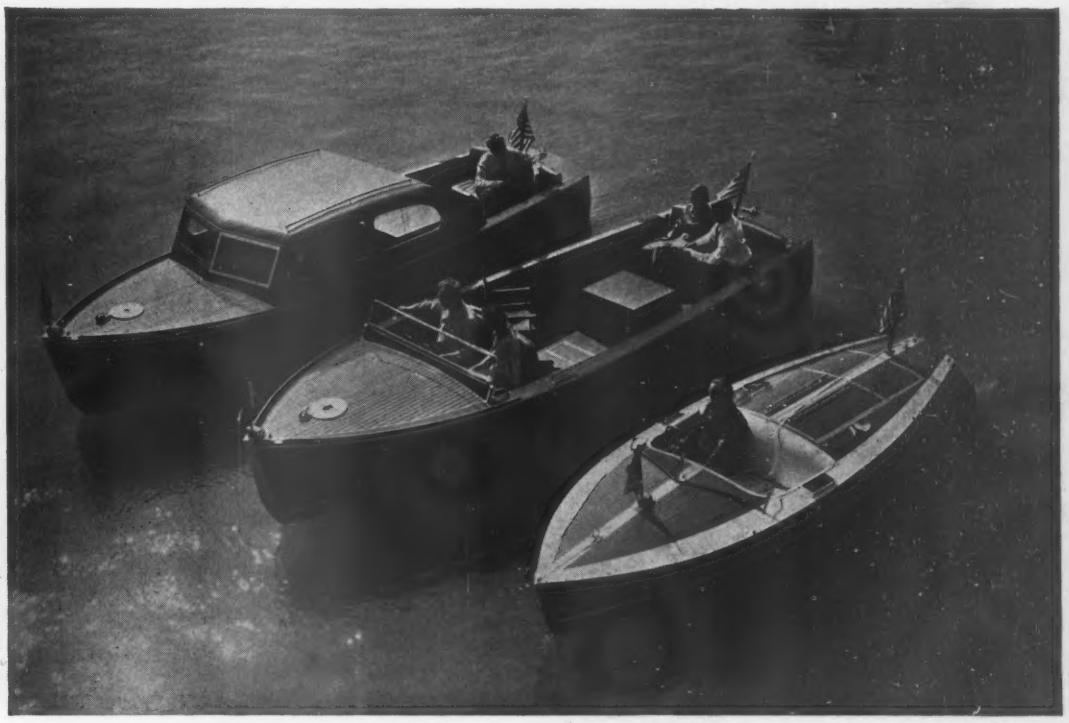
The exhibit is a veritable bonanza of plans, photographs, half-models and other paraphernalia of the sea. Also on display among the models are *Linwood*, *Edlu*, and *Brilliant*. Descriptive matter on yachts of all sizes and types, power and sail, which the company is listing, is to be had for the asking, by mariners who avail themselves of Sparkman & Stephens hospitality at this time.

Consolidated Offers New 42-Foot Play Boat

Consolidated Shipbuilding Corporation, of Morris Heights, N. Y., celebrates its thirty-second consecutive exhibition by bringing out a new 42-foot twin cabin Play Boat at the Thirty-Second Motor Boat Show. During the past fifty-three years Consolidated has built a reputation on its quality workmanship and dependable boats and motors, and has never missed displaying its products at the Show.

Near the entrance to the Palace, in Space B-I, is found Consolidated's principal exhibit, consisting of a 300 hp. Speedway Diesel engine and one of the Play Boats. This new 42-footer typifies Consolidated characteristics in boat design, workmanship and finish. There are accommodations for six, including a captain, in the "glory hole" forward. Separated by a watertight bulkhead forward and a door aft, is a spacious double stateroom. A hatch with fixed light above provides light and air. Virtually amidships, where they should be, are found a compact galley on the starboard side and, to port, a toilet room. Both are isolated, forward and aft, by solid doors. The owner's, or main cabin, features a dinette which is readily convertible into a berth by means of a drop table. A remarkable amount of locker space is to be found in each cabin, and just abaft the toilet room on the port side is a 19-inch full-length hanging locker.

A companionway leads aft to the semi-enclosed after cockpit or deck-



A group of Chris-Craft runabouts, including a 21-foot utility model with a built-in cabin

house which is 12 feet 6 inches in length. Twin 115 horse power Speedway engines are installed beneath capacious flush hatches, giving the craft a top speed of 20 m.p.h. Optional power plants are offered.

Adequate ventilation, one of the most important and often overlooked items on the power cruiser, has been provided through two large vents at the forward end of the deckhouse, and two more on the quarter deck, facing aft. Of the former, the port vent leads only to the top of the engine room, while the starboard extends clear to the boat's bilges. Exceptionally great cruising range is assured by the 200-gallon fuel tank which is mounted under the cockpit floor. An upholstered portable seat stretches across the entire width of the stern.

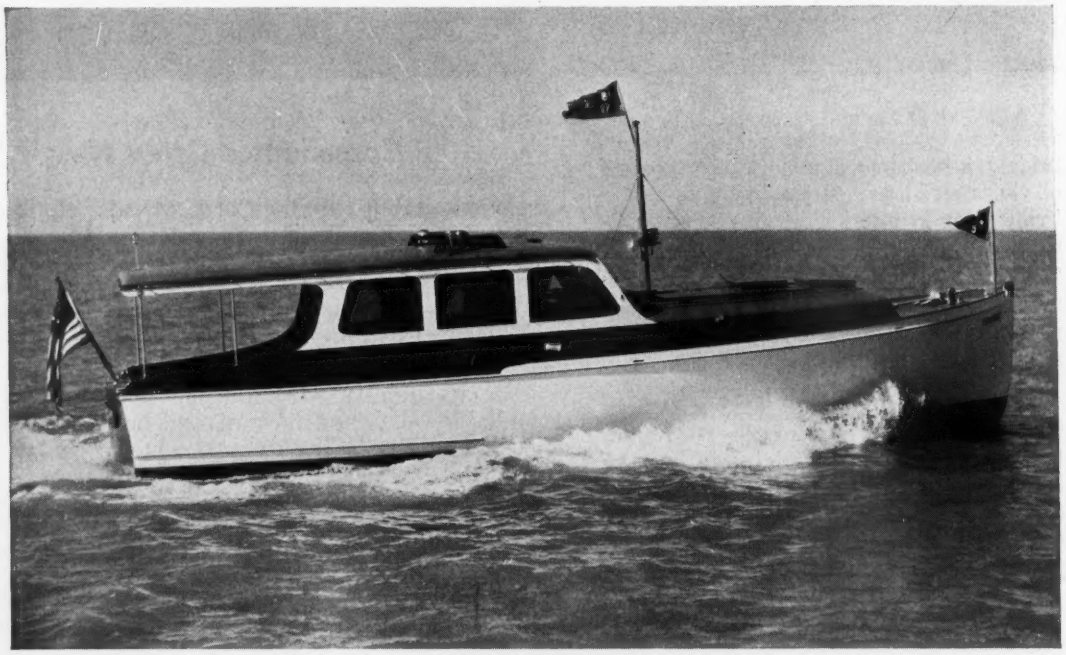
The New Silent Matthews Cruisers

Visitors to The Matthews Company's exhibit are impressed with the cleanliness of line inherent in the design of the new cruisers. In exterior appearance, the lines of the whole fleet remain fundamentally unchanged over the 1936 models. A feature is the optional use either of white or cream enamel on 1937 windshield and deckhouse sides in place of bright work.

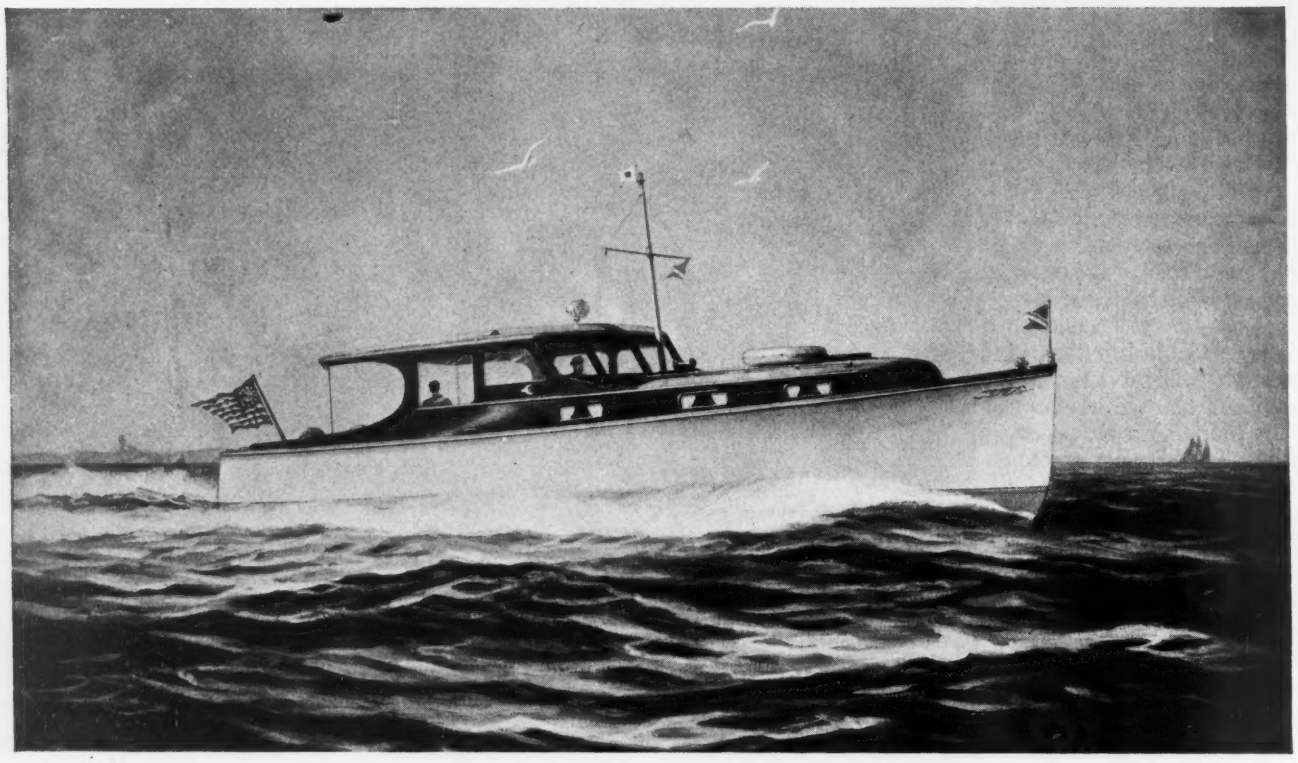
Many refinements and comforts have been incorporated in the new series, but inspection of any new Matthews interior reveals minute attention to the problem of sound reduction and insulation. Engine, clutch rods, exhaust lines and shafts are now rubber mounted and, after painstaking research on the part of Matthews engineers, a new muffler known as the Matthews "Ultra-Silent" has been put in production. Matthews uses pressed block cork, which is said to possess excellent sound dampening qualities. This cork is in use throughout the engine room and under floors. In addition, all tanks are now sound-dampened to prevent the rumbling noises which are set up in a partly empty tank.

The 1937 Matthews Boat Show display consists of a "38" Twin Cabin, a "38" DeLuxe Sedan and a "46" Sedan, the latter being one of the most elaborate yet displayed by the company. The "38" Twin Cabin model has a number of improvements over the '36 boat, in-

The Matthews "38" De Luxe Sedan cruiser. With a 95 hp. Kermath Sea Rover, the speed of this model is 11 to 12 miles per hour



The new Consolidated Play Boat is 42 feet in length and accommodates six. Speed, 20 miles with two 115 hp. Speedway engines



cluding chromium plated hardware throughout as standard equipment. Soundproofing has been carried to a greater length than before.

The "38" DeLuxe Sedan represents a great deal of available space in 38 feet of boat. This new model has crew's quarters for one, provided with toilet and lavatory. The main cabin, which sleeps four, has a built-in dining nook, a spacious galley, and a toilet room larger than one usually associates with a 38-footer. Sleeping accommodation for two more guests is provided in the deckhouse. The after cockpit, surprisingly, is nearly eight feet long, which gives one some conception of how adequately this boat has been planned.

The Matthews pièce de résistance, however, is the "46" Sedan model, one of the most complete yachts of this size yet shown. This craft is a rugged type, well suited to a variety of uses. Twin screw Superior Diesels furnish the propulsion. As a fisherman, this boat reflects the tempo of the day in being adequately appointed. Matthews' own "Fishinchairs," outriggers for holding long bamboo rods, a crow's nest atop the spar, even a tin-lined copper fish box located aft, are among the piscatorial items found aboard.

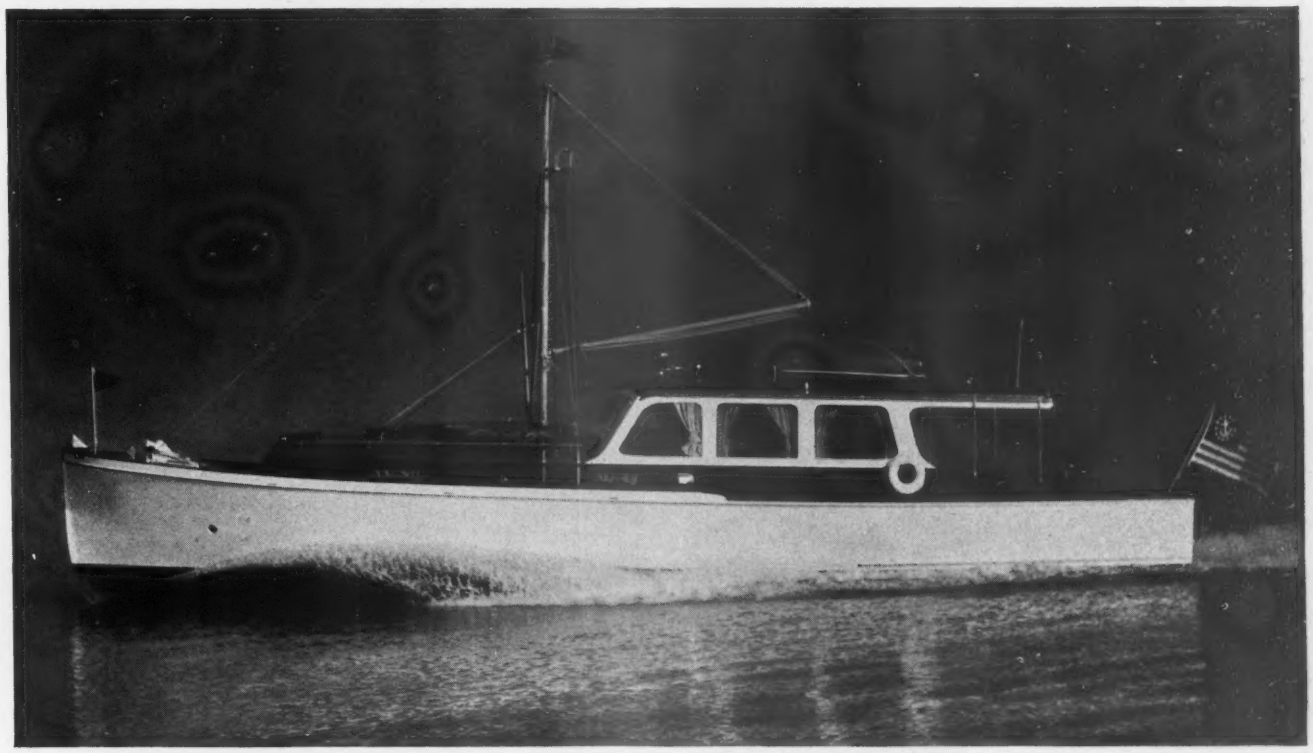
The interior arrangement of this boat features a double crew's quarters forward, twin beds in the cabin and accommodations for two more in the enclosed deckhouse. One of these berths in the deckhouse is a davenport-lounge, designed for daytime use. This boat is provided, also, with a new type of cork flooring throughout the deckhouse and the after cockpit.

In addition to the regular operating equipment and searchlight, the boat has a speedometer for registering m.p.h., as well as season and trip mileage. There is a 9-foot dinghy mounted on the deckhouse roof with a large spar and lifting boom for launching. She also carries a heavy bowsprit and harpooning pulpit.

Replete with fishing apparatus, this 46-footer sports a large, dead bait box concealed under the after cockpit floor. Inside, there is a special rod cabinet in the cabin, besides a number of rod holders under the cockpit roof. The deckhouse, too, has a special locker for fishing reels and other equipment.

Water tanks in all model Matthews for 1937 are of tin-lined copper, connections being made through copper tubing exclusively, thus preventing rust contamination. All deckhouse models

The Matthews 46-foot Sport Sedan cruiser offers all a fisherman can desire. Two Scripps motors give this 46-footer a speed of 30 miles



A new and larger model is this 50-foot Sedan cruiser by Matthews. A pair of Scripps engines of 180 horse power each furnish the power

The Sunlight Lounging Sedan, by the Wheeler Shipyard, is something new and provides two sleeping cabins. The price is attractive for a boat 32 feet long. Insert, interior of sedan cabin

have roofs insulated against sun heat with heavy insulating material, which also helps reduce engine noises emanating through the floor. Tung oil varnish, reputed to be one of the most durable types known, is used throughout on all new Matthews cruisers. Among the interior improvements in all models is the use of a new upholstering material, furnished in a wide choice of colors, both water and alcohol resistant. The carpeting is a deep-nap heavy type that is finer than that usually found aboard the small cruiser.

The Matthews line has never incorporated radical changes in design from year to year, and the 1937 fleet is not an exception to this general rule.

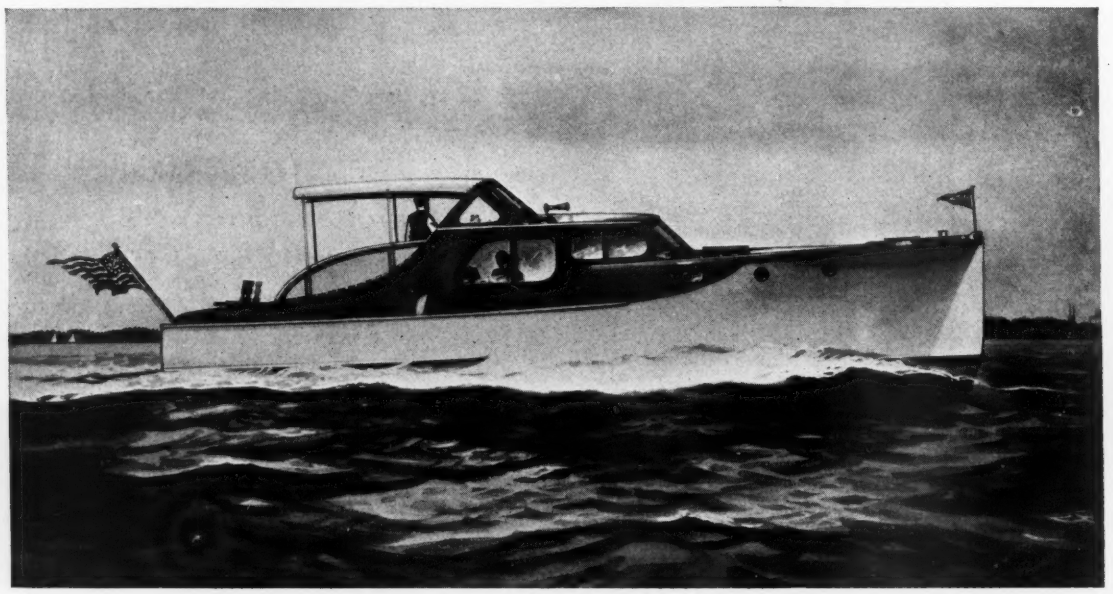
Sport Fishing Skiff by Hubert S. Johnson

Introduced at the Motor Boat Show for the first time is a 28-foot twin screw sea skiff of new hull design, built by Hubert S. Johnson Boat and Engine Works of Bay Head, N. J. Although this boat is not much larger than a good sized runabout, she contains a number of features usually associated with larger boats or even yachts. The stern seat is reversible, serving as a fishing seat when facing aft. The helmsman's seat is forward, on the starboard side, with automotive type steerer, instrument panels, switches and Bendix throttle and reverse gear controls within handy reach.

Another Johnson sea skiff model, built on the same hull, is a semi-cruising fishing skiff. The trunk cabin contains two lounge berths, room for a stove, and dish rack. A removable sport top extends from the windshield over the bridge.

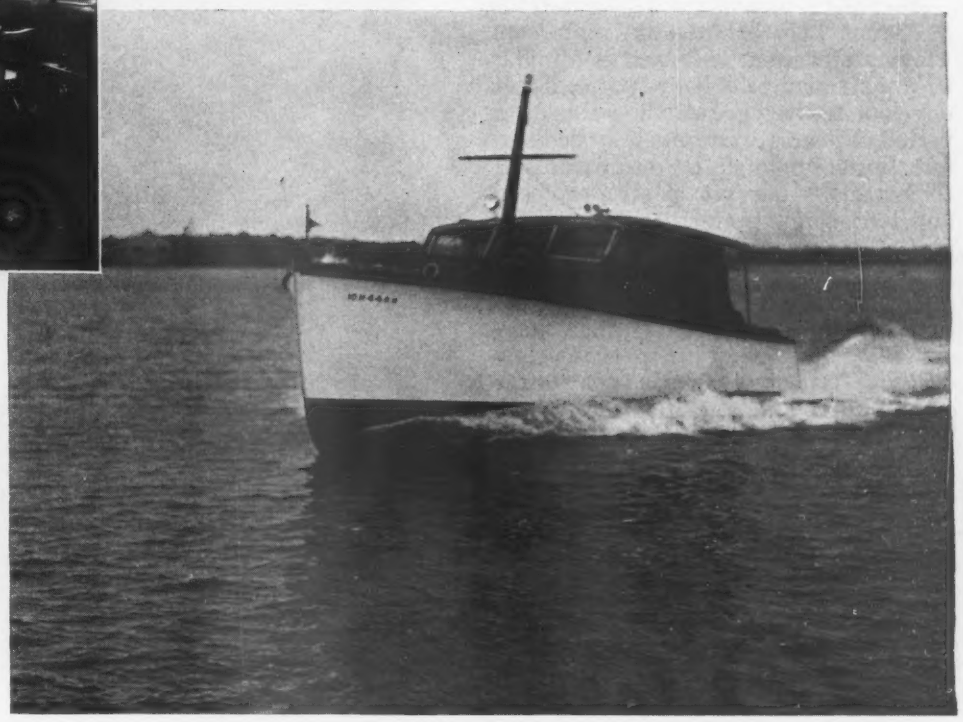
Among the other stock models built by Johnson are an 18-foot Utility, powered with a 4-cylinder engine, and the "Twenty Footer," an open skiff with windshield, the power plant being a 6-cylinder 90 horse power marine engine. There are also a 24-foot single screw open sea skiff and a 25-foot convertible skiff, powered with a single 115 horse power motor. There is a 32-foot cruiser built either lapstrake or smooth planked which is available in either single screw or twin screw models.

Most complete fishing craft of the Hubert S. Johnson line is the 38-foot Sport Fisherman, sporty from the bow pulpit to the fish box in the stern. This model features a fishing mast with a crow's nest, a live bait well, outriggers and swivel fishing chairs, together with cruising accommodations for four persons. This boat is designed with a low center of gravity to insure safety as well as ease of handling.



For the sportsman, Wheeler offers this brand new 35-foot Montauk Fisherman model

This 40-foot custom built cruiser by Hubert Johnson Boat and Engine Works fills the eye and looks unusually able. The insert shows the deck cabin, laid out with unusual thought as to detail



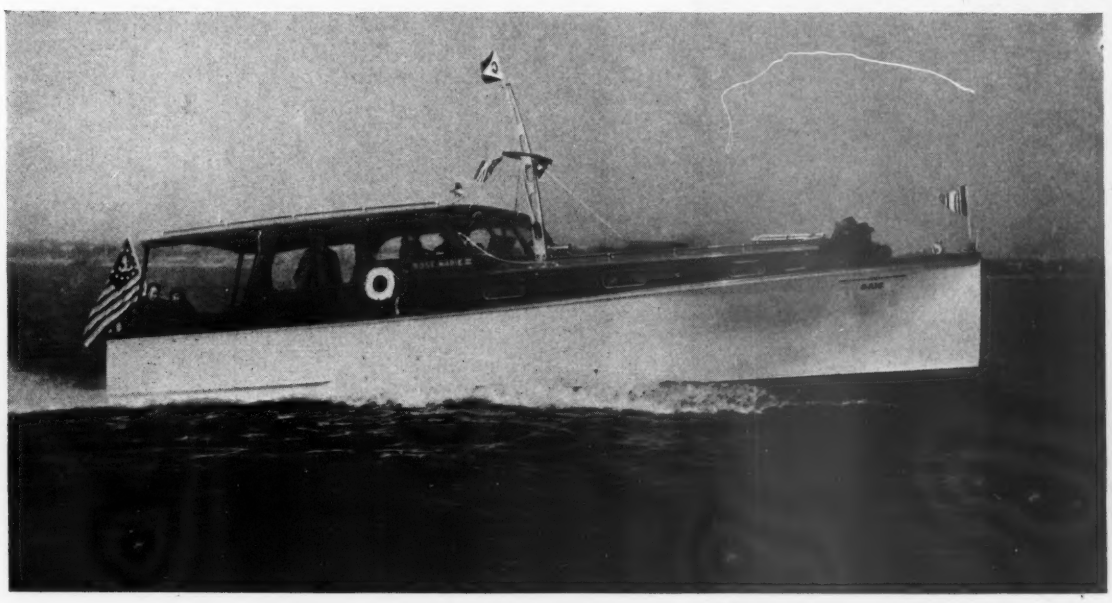
Wheeler Shipyard, Inc.

The large fleet presented by Wheeler Shipyard, Inc., of Brooklyn, N. Y., for 1937, includes a 22-foot Sea Skiff, a 65-foot yacht, and more than a score of boats of intermediate sizes and types. For 1937, emphasis seems to have been placed on a newly designed line of sport fishermen in sizes from 26 feet to 50 feet in length. Having felt that a definite demand exists for sport fishing boats *per se* — not just adaptations of standardized cruisers — Wheeler has developed this series with an eye to comfort aboard, as well as to the necessary accoutrements of fishing.

Wheeler Cruisers, known as "Sunlight Lounging Sedans" and "Chummy" Playmates, are included in the new line in 26-, 28-, 30-, 32-, 35-, 39-, 42- and 46-foot lengths. Many new features have been built into these boats, together with conveniences designed to attract each member of the family. Color schemes have been blended, new finishes employed, with an eye to satisfying fastidious yachtswomen. Chromium-plated hardware has been included. Diesel power is offered in the medium size and large motor yachts.

The Wheeler exhibit at the Boat Show is composed of seven models, the largest being a 54-foot Flying Bridge Cruising Yacht, flagship of the fleet. She is also the largest boat on exhibition at Grand Central Palace. This luxury ship features such inducements as a sun deck, large after cockpit, protected helmsman's position and spacious cabin. Interior finish is walnut grain bakelite with satin finish chrome trim. General accommodation includes crew quarters forward and two large staterooms with connecting bath and closet aft. The cabin is amidships, with the well appointed galley just forward. The bathroom is fitted with a glass-enclosed shower, bakelite trimmed walls, special lighting fixtures and mirrors. There is an additional toilet and dressing room provided forward. Power is supplied by twin 8-cylinder Superior Diesel engines of 150 horse power each. The engine room and the ceilings and walls of the owner's quarters are scientifically soundproofed. A speed of 16 to 17 m.p.h. is said to be made possible through the use of special type streamlined shaft struts. All necessary equipment is included.

The 46-foot Gulf Stream Fisherman will appeal to many because of her generous accommodation, coupled with an ability to speed up to 35 m.p.h. to and from the "grounds." Generous tankage gives this boat a smart cruising



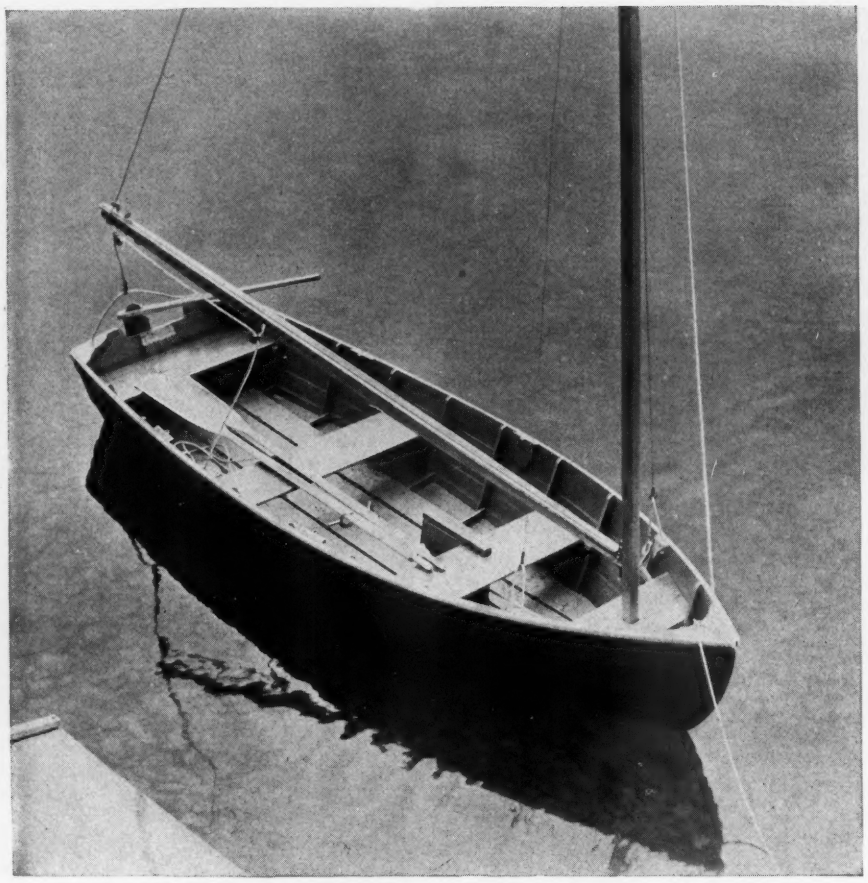
The Wheeler Playmate is 39 feet in length, with twin cabins offering comfortable accommodations for a party of six

radius, and two 12-cylinder 325 horse power Lycoming engines supply the power. All the paraphernalia incident to the sport of deep sea fishing is to be found on board — live well, fish tank, Wheeler fishing chairs, pulpit, outriggers, vacuum and hydraulic controls.

Forming a part of the 1937 exhibit is a 39-foot twin cabin, twin stateroom Playmate cruiser. This boat is familiar to yachtsmen who have watched her develop to her present level over a period of years. Six adults may be comfortably accommodated on board. Aft, the spacious cockpit is semi-enclosed and twin screw power provides speeds up to 25 m.p.h.

Two "Sunlight Lounging Sedans" are on display in the 32-foot and 39-foot lengths — a pair of versatile voyagers featuring generous space below decks, V-type windshields, cozy after sun cockpits, and a good turn of speed. The larger of the two boasts, also, a roomy forward cockpit. Completely fitted with attractive upholstery and rugs, these boats carry the atmosphere of a real home for people of moderate means.

A newcomer in the Wheeler line is the 35-foot Montauk Sport Fisherman. This boat offers an option of either sin-



The Skaneateles Roustabout (above) is a 13½-foot combination boat for sailing, rowing, or for use with an outboard motor. Below are two models by Wright Built Boat Co. At left, the "Kohinoor," 15 feet 3 inches long, is popular as a one-design racing class, or for day sailing, and (right) the 11½-foot Tiger boat, sailed by students at Princeton

gle or twin screw power. She is also popularly priced. She is a sporty craft for the man who likes his sun, wind and spray. Features include a flying bridge, forward cockpit and a private stateroom for two.

Winding up the Wheeler Show is one of the famous 26-foot "Chummy" Playmates, a raised deck, flying bridge type with portable sun awning. This Playmate is a complete little ship with comfortable accommodations for two persons. A 6-cylinder 72 horse power Lycoming engine, set in rubber, pushes her along at a speed between 16 and 18 miles per hour.

Skaneateles Features Windjammers

A Comet, a Snipe and a Skaneateles "Roustabout," 13 feet 6 inches in length, are staples of the Skaneateles Boat and Canoe Co., shown in Space 6, main floor. The "Roustabout," a dory-type, lapstrake hull which made her first appearance last year, might be termed a "convertible," in that her uses are legion. She may be rowed, sailed or powered with an outboard.

Two one-design racing classes by Skaneateles Boat & Canoe Co. Above, an Inter Lake sloop, 19 feet long, from designs by C. D. Mower, and, at right, a 16-foot Comet, a class which has proved most popular. This year Skaneateles is building both Comets and Snipes with double planked bottom. Below, the new style cockpit on Comets and Snipes

She is a good type for fishing. The boat is sold both with or without sailing equipment, which consists of a marconi cat rig of 85 square feet. The shrouds are set up with lanyards led to cleats, à la Frostbite technique, and the halliard is used as a forestay. The centerboard is metal, of the dagger type, rudder and tiller being made of mahogany.

During the past year a good deal of time has been devoted to the study and improvement of Skaneateles Comets and Snipes. One of the important changes embodied in the 1937 models is a double-planked bottom. The bottom is now composed of two layers of cedar, the total thickness of which equals a single layer of normal planking. One layer runs athwartships, the other fore and aft in the conventional manner. The advantages of this method include greater hull strength, no necessity for caulking, and a smooth racing surface. Hulls built in this manner have been frozen, sunk, baked out again, without appreciable damage, it is said.

Another feature of the new Comets and Snipes is the use of Philippine mahogany for the entire frame. One advantage of mahogany over white oak is weight conservation, and another is the fact that modern white oak varies considerably, it being difficult to obtain the consistent quality found in mahogany.

General changes in the boats, such as a more modern cockpit design, an attractive stem head, and topmast stays and spreader permitting lighter masts, have been incorporated.

The bronze hardware used on these boats is augmented this year by an adaptation of the Highfield backstay lever, a satisfactory solution of this troublesome problem. It is so arranged that the weather and lee runners can be left set up while on the wind, or they can both be left slack, out of the way when not in use.

Wright of Dundee

Exhibitor of the Kohinoor, 15-foot one-design sloop, is the Wright-Built Boat Company, of 48 Water St., Dundee, N. Y. This company also builds a group of small sailing and rowing boats, prominent among them being the Lark Special, the sporty 14-foot Ugly Duckling and the 11½-foot cat rig Tiger Class, used at Princeton University.

The Kohinoors are carvel built, Everdur and copper fastened, with bronze fittings throughout. They are 6 feet beam on 15 feet 3 inches length over all. Draft of hull is 6 inches with board up, and 4 feet 6 inches when the 150-pound "boiler plate" is down. Sawn white oak frames are spaced two feet apart, and $\frac{3}{8}$ inch by $\frac{7}{8}$ inch frames are set on $4\frac{4}{5}$-inch centers. The pine or B.C. fir (optional) planking is in narrow strakes, $\frac{11}{32}$ inches in thickness. Philippine mahogany is employed for deck and trim.

One point of interest lies in the rigging, the usual backstay of Marconi-rigged boats having been eliminated in favor of double shrouds, one of which leads from the masthead through spreaders, the other meeting the mast approximately three-fifths of the way above decks.

An unusual construction feature entails the hanging of the centerboard. It can swing up if it strikes an obstruction, but there is no king bolt through the box. A slotted box with reënforced cleats on the forward end allows the board to be placed in position without any danger of damage to the bolt-hole face, two nickel silver bearings being set in the bottom of the slot.

In addition, the Wright-Built Boat Company specializes in building small craft up to 18 feet in length.

The Richardson Little Giant (left) is one of the company's most popular models because of its general utility features and its attractive price. Below, the 32-foot Richardson Cruisabout with deckhouse. A rubber mounted Gray motor gives speeds up to 16 miles per hour

New Richardsons Offer Greater Spaciousness

Three new Richardson cruisers, product of the Richardson Boat Co., Inc., of North Tonawanda, N. Y., representing a fleet of seventeen, are to be seen at the Palace. The "Little Giant" Richardson is the cruiser, as yachtsmen will remember, which a few years ago proved a revelation of spaciousness in a 26-foot boat. In addition to the 1937 model "Little Giant," a Richardson "Junior" and a Richardson "Cruisabout" are displayed. These boats are one evidence of the progress made by American builders towards really complete, comfortable small cruisers, sold at moderate prices.

The 1937 Richardsons are pleasing in line and color scheme without being garish. An impression of utility is left in the minds of those who view them for the first time. All Richardson transoms, trim and superstructure are finished bright, cabin and canopy tops being painted Nile green. The familiar red Richardson arrow on white topsides identifies the craft.

The seventeen models which compose the 1937 Richardson line are built on three hull sizes; namely, the "Little Giant," 25 feet 10½ inches by 8 feet 6 inches, in which there are seven optional cabin arrangements; the "Junior," 32 feet by 10 feet 1 inch, featuring four different layouts, and the "Cruisabout," 30 feet by 9 feet 4 inches, which offers six alternate plans.

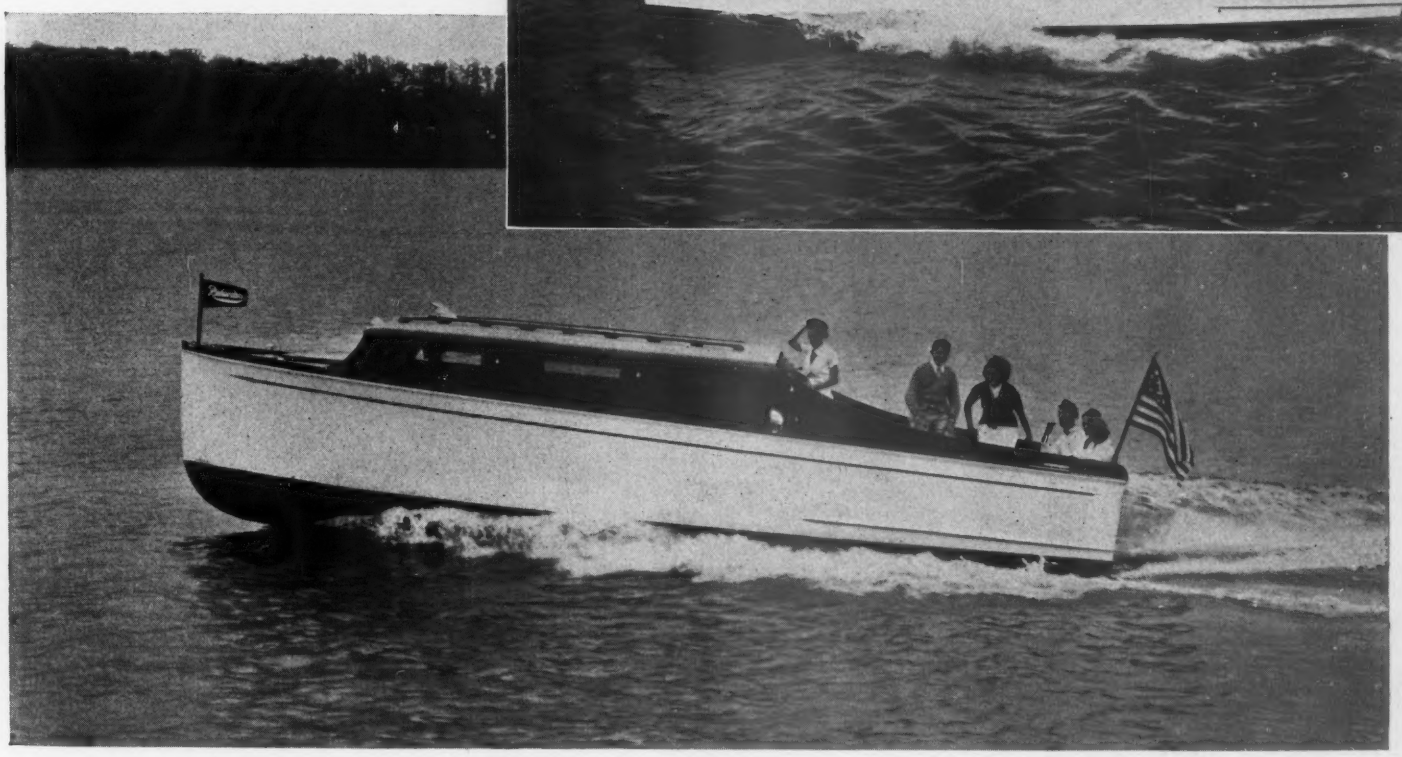
A Model 32—2 Richardson "Cruisabout," is the largest of the three on display. This model is said to have accommodations equal to a four-room apartment. The cabin has large storage and clothes-hanging space, comfortable berths for four, lavatory and galley. An exceptionally large enclosed deckhouse, with some 80 square feet of floor space, contains two seats that extend into full length berths. The after cockpit is partially covered by a permanent canopy top. A Gray 6—91 rubber-mounted engine supplies the power, giving this 32-footer a 15 to 16 m.p.h. gait.

The Single Cabin, open cockpit Richardson 30-footer on exhibition reveals a type designed for week-end or day cruising, featuring a large uncovered after cockpit. A wide seat across the stern will accommodate six adults, testament to the beaminess of the modern standardized cruiser. A toilet and storage space are incorporated forward.

Below decks, the forward part of the cabin houses the helmsman's position, controls being of the auto type. Four inner-spring berths and a galley complete the interior arrangement of this variety craft. A 6-cylinder motor of 71 horse power gets this popular model along at close to 17 m.p.h.

Attracting most interest, perhaps, is the roomy 25-foot 10½-inch "Little Giant." Known as a Model 26-3, this boat has been built to the extreme limits of the Class I cruiser, and in every way resembles a cruiser of greater dimensions. How such a diminutive craft can develop full cabin headroom throughout is a mystery known only to Richardson engineers. But such is the case. And, as if four berths, a galley and a lavatory are not sufficient for the cabin of a 26-footer, there is an ice box with 75-pound capacity of foodstuff.

The fore peak contains a 26-gallon water tank, anchor line locker, clothes and suitcase storage. A 40-pound anchor is secured in chocks on the fore deck, just forward of the escape hatch. The helmsman is adequately protected. The after cockpit floor is soundproofed, and beneath a flush hatch is nested the 51 horse power power plant. Speed is up to 17 miles per hour.

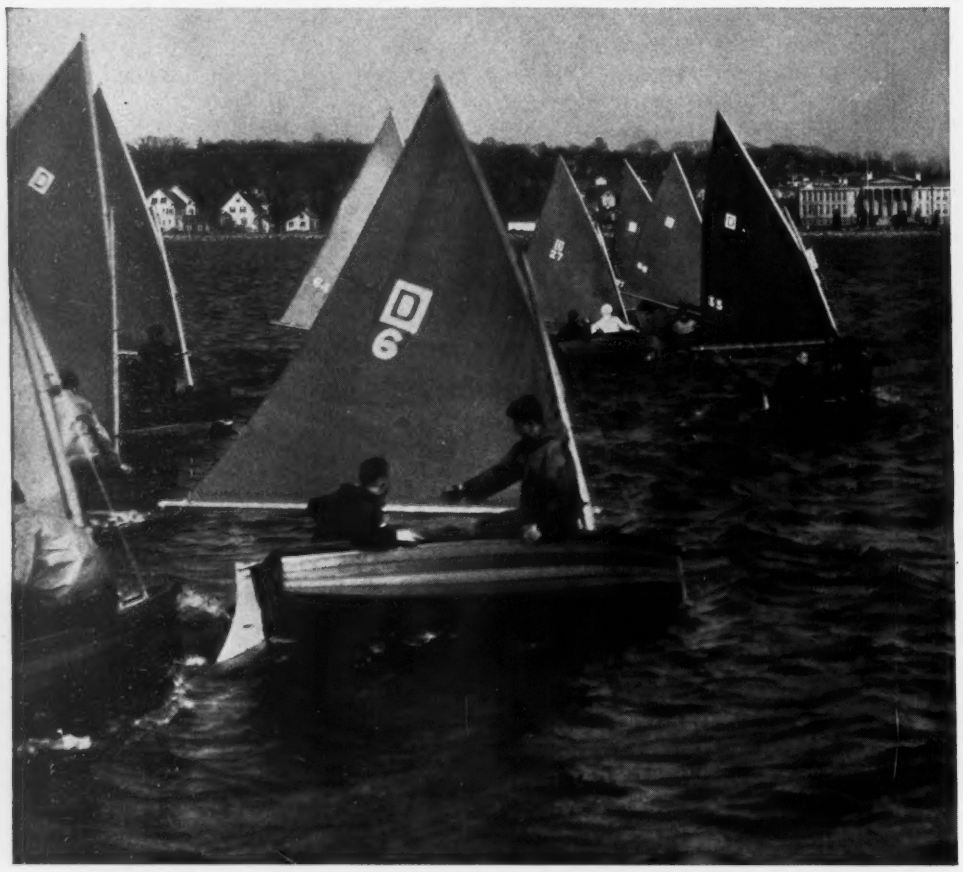


This Richardson Little Giant is one of the smallest boats to show a deckhouse, with its many attractive features. The boat is only 25 feet 10½ inches in length. Below, the Richardson Junior is 30 feet long and has an open cockpit for air and sunlight. Speed, 16 to 17 miles per hour

The Dyer Dink Family

The Anchorage, Inc., of Providence, R. I. is parent to a small family of tenders with a large reputation. This year the family has multiplied by the addition of three new members. The fleet is on exhibition in Space B-9 at the Show. In the words of W. J. H. Dyer, president of the company, the:

"Youngest and smallest is an 8-ft. pram. This little tender — all Dyer dinghies are primarily tenders — is for the yachtsman who desires a small, exceptionally light boat for use with small power or sailing yachts. Of course, the center thwart is removable, making the boat ideal for capsizing over a skylight. This pram will stow inside of the 10-foot One-Design Class D Dink.



A fleet of one-design Class D Dyer Dinks racing during the first intercollegiate dinghy regatta at Bristol. Right, the new 8-foot Dyer Pram tender which weighs but 66 pounds

"The 10-foot One-Design Class Dink is well known. There are classes of them racing all along the Atlantic Coast during the Frostbite season. During the summer, 15 per cent of these 'D' dinghies are used by junior yacht clubs because of their responsiveness and sensitivity. The other 85 per cent are used as tenders. The famous Rhodes-designed *Kirawan*, winner of the 1936 Bermuda Race, carried one. Several of the Sparkman & Stephens-designed New York Yacht Club '32's' carry them."

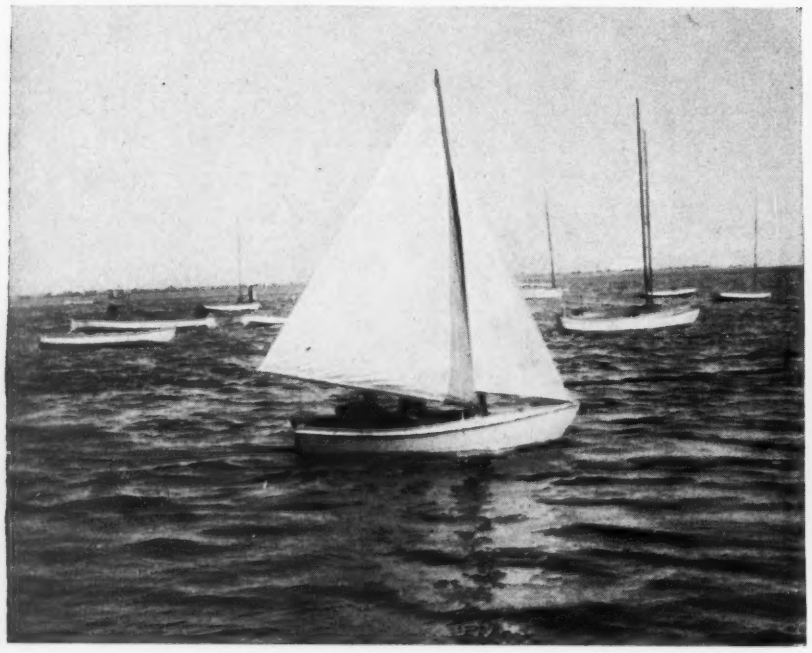
The new big sisters of the 10-foot One-Design Dinks are the 12-ft. "Jolly Boats." They are similar in model to the one-designs, and may be ordered with centerboard and lug rig, if desired. Further data on the Jolly Boats will be found in the "Waterfront News" department, this issue.

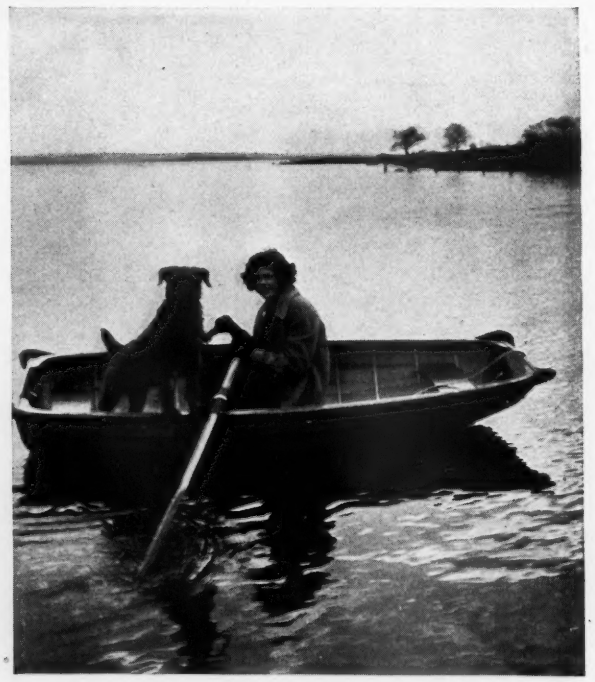
All of these dinghies were designed by Philip L. Rhodes, associated with Cox & Stevens, Inc., and the sailing models carry sails by Ratsey & Lapthorn, Inc.

The Moulton Sandpiper

Described as a convertible 12½-foot sloop, the Sandpiper is a product of Moulton, Inc., of Newburyport, Mass., built by men whose families have been in the boatbuilding business for generations. General specifications of this small lapstrake craft are as follows: Extreme beam, 4 feet 8 inches; depth amidships, 18 inches; mast, 16 feet; boom, 10 feet, T-type; sail area, 94 square feet; planking, native Maine pine; topsides, two strakes; bottom, square plank with seams cotton-caulked.

A unique method has been devised for hanging the centerboard which is said to provide better windward quali-





At left, the Moulton 12½-foot convertible sloop, known as the Sandpiper. Sail area is 94 square feet

ties as well as to give the occupants of the cockpit more room. The frictional method of hanging the rudder allows the blade to tilt should it strike bottom, thereby eliminating repairs. The mast is hollow and weighs about nine pounds.

The sails of the Moulton Sandpiper, consisting of mainsail and jib, are made of Egyptian cotton. The mainsail is fitted with slides and bronze sail track on mast and boom. The boat's stern has been reënforced for an outboard motor. The smaller outboard motors are said to propel this boat at approximately five miles an hour.

The deck of the boat is covered with 12-ounce canvas laid in canvas cement. In the cockpit is a U-shaped seat, easily removable, which is an advantage to those who desire to sit on the bottom when racing. The hull is painted blue with oak trim and oak coaming around the cockpit.

Gar Wood Trophy Fleet Numbers 121 Models

The Gar Wood fleet for 1937, known as the "Trophy Fleet," with a display of eight picked models representing the 121 in production, occupies Block C of the main floor. The Trophy Fleet is distinguished by characteristic Gar Wood construction, finish and equipment and offers a quality boat in every price class.

The 1937 Gar Wood runabout fleet includes 58 models, all custom-built, ranging in length from 16 to 33, and represents one of the largest lines of runabouts to be offered this year.

One of the most spectacular of the new low priced models is the 19-foot custom runabout with two cockpits forward, motor aft, with seven motor options, including the new 110 hp. Scripps Lincoln Zephyr V-12. Gar Wood is said to be the first manufacturer to offer a hull especially designed for this motor. Another large series of runabouts includes a new 25-foot custom model with 7 feet 2 inches beam, with ten motor options in either single or twin screw arrangement. The motor options include the Scripps V-12 316 hp. motor giving speeds up to 50 m.p.h.

The Gar Wood utility fleet includes 36 custom models in 18-, 20- and 24-foot lengths, featuring both open and streamlined cabin models. Of special interest are the new 18- and 24-foot streamline cabin utilities. The cabin on the 18-foot utility extends aft to the mahogany motor box. It has a full V-type ventilating windshield, the sides and back being curtain-equipped.

The 24-foot open custom utility and the new 24-foot streamline cabin utility are models of exceptional beauty and performance. Both have 7 feet 7 inches beam, with 3 feet 9 inches freeboard forward, 3 feet amidship and 2 feet 4 inches aft, giving them a husky appearance, adequate for offshore fishing.

The custom built cruiser division of the Trophy Fleet is comprised of 27 models, 26 and 32 feet in hull length. There are three series of 26-foot cruisers and one series of 32-foot cruisers. One of the 26-footers is a day cruiser with a dinette arrangement in which the two Pullman type facing seats are high enough to permit full vision all around. Folded down, the two seats form a comfortable, full length double bed. This day cruiser has a cabin drive, a toilet in the fore peak, and galley aft.

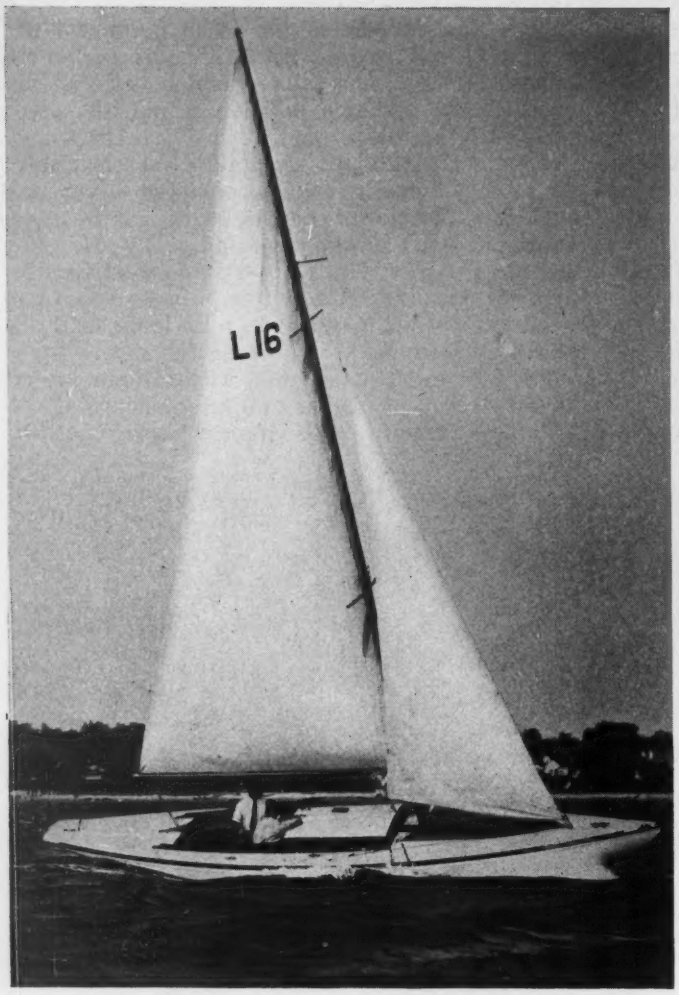
Another 26-foot model is offered as a sport cruiser. This has a full cabin with two upper and two lower berths. In the after part of the cabin is an enclosed toilet room with full headroom; on the other side is a complete galley. The helmsman's position is outside, abaft the cabin.

A 26-foot streamline custom cruiser offers the conventional two upper and two lower berths, with cabin drive, toilet in fore peak and galley aft.

The Gar Wood 32-foot streamline cruiser, with 10 feet 3 inches beam and speeds up to 35 m.p.h., looks as if she belonged to the sea. She represents a new type of craft, with interior layout and accommodation comparable to those of some larger cruisers. Quarters

Here is the new 32-foot streamline cruiser by Gar Wood, flagship of the 1937 fleet. A choice of power is offered. With twin motors she has been clocked at 35 m.p.h.

The new 22-foot custom runabout which is included In the exhibit of Gar Wood, Inc. This model may be had with either single or twin motor installations



The Luders Marine Construction Company has developed a motor tender of novel design. The chine is carried high forward and meets the semicircular bow near the stem. This produces a boat that is dry in broken water. At the left is a Fishers Island 16-foot water line racing sloop, designed and built by Luders. They are 26 feet over all, 5 feet 9 inches beam, 4 feet draft and carry 207 square feet of sail

are also provided for a two-man crew. These 32-foot custom cruisers are built exclusively to the individual requirements of their owners and each is said to be the only one of her kind.

John L. Hammer Shows Jonesport Cruisers

An exhibit in Space 140, third floor of the Palace, features photos, blueprints and models of the Baltzer Jonesport Cruisers. This display is conducted by Mr. John L. Hammer of Bay Shore, L. I., a yacht broker and dealer for Jonesport Cruisers, Chris-Craft motor boats and Cape Cod sail boats.

Yachtsmen visiting the display recall to mind the Baltzer 36-foot double-cabin, enclosed bridge cruisers, noted for their huskiness and modern styling. The fo'castle of these craft is commodious, with berths forward for four, and toilet facilities. A companionway leads to the enclosed bridge deck, beneath which are installed twin engines. Abaft the bridge deck is an enclosed galley, bulkheaded off from the after stateroom, but provided with a door, giving access throughout the boat. Sleeping accommodations are provided for eight.

Other Baltzer Jonesport cruisers are built in 22-, 28-, 30-, and 36-foot lengths, together with a 20-foot cruising sloop, known as the Quoddy, after the Quoddy Bay Sailing Sloops.

The Luders Marine Construction Company

The Luders Marine Construction Co., of Stamford, Conn., is represented at the 1937 Motor Boat Show by two craft of its design. The larger of the two is one of the well-known 16-foot water line "Luders" Class racing sloops, of the type originally designed and built by the company for a group of members of the Fisher's Island Club who desired boats that would be particularly suitable for the strong breezes and choppy water obtaining at that end of Long Island Sound.

The dimensions of this type are as follows: 26 foot length over all; 5 foot 9 inch beam; 4 foot draft; 207 square feet sail area. These boats are built over a master mold to insure uniformity, and have steam bent oak frames, mahogany keel and deadwood and 1500 pounds of lead on the keel.

The boats have a small cabin with two pipe berths. Between the mahogany cockpit and the cabin is a divisional bulkhead which adds to the strength and safety of the boat. The rig, consisting of mainsail, working jib and balloon jib (which is used as a spinnaker when running free), is high and efficient. The mast is hollow.

Another exhibit of the Luders Company is a Sedan Motor Tender, 15 feet long by 5 feet wide. Many small tenders of the speed boat type have proved unsatisfactory when operated at low speed in rough water, and in seeking to remedy this important defect, the Luders Company developed what might be termed a radical type of tender. The chines are carried forward much higher than in conventional practice, meeting a semicircular shaped bow a short distance abaft the stem. The sides of the craft are parallel, thus affording tremendous buoyancy in broken water and producing an outstandingly dry boat. As a speed boat, she has all the ability of the usual fast launch, plus a larger deck area. Speeds of better than 20 miles have been obtained from a 12½-foot model of similar design, powered with a Gray Sea Scout motor.

The boat on display is of cedar construction with mahogany trim and has a detachable mahogany sedan top which can be removed, inverted and stowed in the cockpit. The helmsman's cockpit is forward, the passengers being seated amidships, and the 4-cylinder 22 hp. motor being in the stern. This arrangement works out satisfactorily, in that it gives little change of trim as passengers are loaded or unloaded.

The construction throughout is of the best. It is believed that this boat is a real step forward from the conventional practices of yacht tender design in recent years.

Penn Yan Small Boats

Six members of the Penn Yan family of small boats may be seen at Section V on the mezzanine floor. The three smallest, 7-, 8- and 10-foot canvas-covered dinghies, are representative of Penn Yan standards of fine construction. These boats are what the company calls its composite construction, a type which is said to be impervious to repeated wettings and dryings. The 7-footer is about the smallest practical dinghy made, carrying up to four adults safely in calm water. The 8-footer is known as the Standard, the 10-footer as the Navy, the former carrying a beam of 48 inches, the latter of 50 inches.

Two double-planked 14-foot "Monowood" construction outboard boats are included in the group. (The Monowood construction consists of double planking with canvas between, thoroughly through-fastened with brass. This method produces a boat which does not require soaking to make her tight.)

In addition to this, Penn Yan offers a 10-foot 38-pound Auto Canoe which is one of the lightest practical canoes in existence. She is 10 feet long, beamy, and adequate for two persons.

A newcomer to the Penn Yan line, although not on exhibition at the Show, is a deep keel boat known as the Penn Yan "Fifteen," meaning 15 feet length on the water line, 24 feet over all. The boat is designed by Sparkman & Stephens, Inc., and a fleet of them will be seen racing on Long Island Sound next summer. The construction is also Monowood.

Other members of the Penn Yan family include:

14-Foot International Class sailing dinghy, designed by Uffa Fox, known as the "Phantom Sailer."

11-Foot 5-inch "Romosail," a Class A dinghy or Frostbiter.

18-Foot 10-inch Penn Yan standard "Transport," an inboard runabout giving 25 m.p.h. with a 4-cylinder 45 hp. engine, equipped with the exclusive Penn Yan transom strut, which carries rudder and shaft.

18-Foot 10-inch Penn Yan "de luxe Transport" giving 32 m.p.h. when driven by a 62 hp. engine.

Two Owens "Thirties" on Display

An offering of two new 30-foot cruisers marks the display of the Owens Yacht Company, now of Dundalk, Baltimore, Md. These boats represent an interesting interpretation of the modern demand for roomy, low priced cruisers. The hull lines show an easily driven, seaworthy type of boat and come as a development of years of specializing in small cruiser design on the part of Owens engineers.

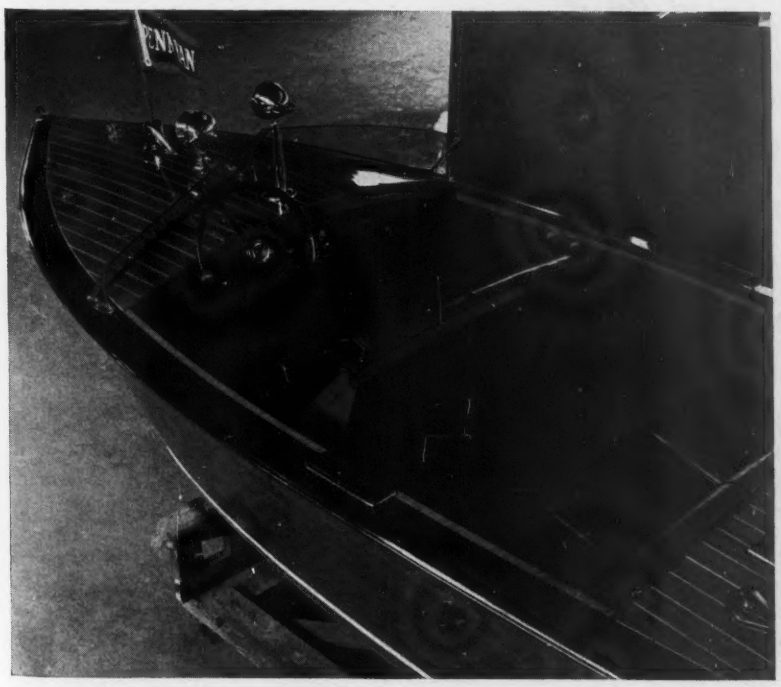
The 30-foot Sport Cruiser, designed for day cruising, offers a smart or even rakish appearance, denoting the speeds possible either with single or twin installation. The accommodations forward are livable and complete, similar to those offered in the 30-foot Two Stateroom Sedan.

The twin-cabin layout of the latter model represents an abundance of room and comfort aboard a 30-foot boat. The forward cabin includes a large 4-foot galley and separate toilet room, together with twin berths and ample stowage space. A large deck hatch with heavy glass lights swings up to keep the forward cabin cool and bright.

With the after door of the deck cabin open, one has the use of a floor-space 17 feet 3 inches in length. In the deck cabin are located the folding helmsman's seat, four inner-spring berths, a drop-leaf dinette table and a capacious hanging locker. Steering apparatus is of the positive rod-gear type with ship's wheel.

The designs for both boats are of the round-bottom type, with steam bent white oak frames. The specifications include Philippine mahogany planking, Everdur screw fastenings and new soundproofing and insulation. Gray or Kermath power is available. The boats exhibit liberal beam and are said to possess a low center of gravity, both of which items make for stability afloat. Their freeboard and wide, flaring bows should allow them to give a good account of themselves in a seaway.

One of the smart sailing craft of the Penn Yan fleet is the Phantom 14-foot international dingy. Below, the comfortable cockpit of the Penn Yan "de luxe Transport," a runabout 18 feet 10 inches in length over all which makes 32 miles per hour. This model is driven by a motor of 62 horse power



The Penn Yan Standard Transport is a high stepper with a speed of 25 miles from a 4-cylinder 45 hp. motor. A roomy runabout, she is 18 feet 10 inches long

Armstrong & Galbraith Show

Comprising Block X on the mezzanine floor, as well as Booths 129 and 130 on the third floor, Armstrong & Galbraith, Inc., of New York City, have one of the most extensive displays ever attempted by this company. The boat exhibit on the mezzanine features such popular makes as Lyman, Century, Amesbury and Thompson. Models cover a wide variety, including a de luxe inboard runabout, a service model inboard runabout, outboards, rowboats, kayaks and a Comet Class sail boat.

The A. & G. accessory exhibit on the third floor represents the latest types of marine hardware and "gadgets" designed to make easier the operation of modern boats. A feature item is a water pump, electrically actuated, which can be supplied for use with almost any voltage. Also included in the accessory exhibit is canoe sailing equipment.

Displayed for the first time is an automobile canoe and boat carrier which fits on the top of a car and remains there by the vacuum cup principle. This carrier can be installed on or removed from a car in a few minutes, it is said, and will not mark or mar the finish. It may be used also to transport skis or other apparatus of a cumbersome nature, too large to fit inside the car.

New Uses for Sea Steel

General Alloys Company of Boston, Mass., manufacturers of the now well-known Sea Steel marine hardware fittings as well as decorative interior hardware, is again an exhibitor at the Show. At its booth may be seen a complete line of chocks, cleats, bits, boathooks and the like.

The use of stainless steel rigging and fittings is becoming more and more popular aboard yachts of all types. Sea Steel, because it is a non-magnetic, solid chrome-nickel alloy more than twice as strong as brass or bronze, is ideally fitted for marine service. Equipment ranging from ship's bells to propellers and turnbuckles is now either cast, forged or fabricated of this metal. Almost any marine fitting may be made to order.

Edward Smith Line of Paints and Varnishes

Edward Smith & Co., manufacturers of the well known line of "Cup Defender Finishes," introduces a new and complete line of bottom paints at the Show. During the past few years, the company has conducted a series of exhaustive tests on bottom paints. The new line of paints is said to compare favorably in quality with the now-famous Smith line of varnishes, deck paints and yacht whites.

Among the new finishes is a proven, 100 per cent antifouling green, offering all-season protection. The antifouling properties of this paint are unusual, and the company has no hesitancy in recommending it for unusual service. In color, it has achieved a long sought shade of green.

Manning's marine antifouling green has been added to the Smith line of bottom paints. It is less expensive than the new green, but is said to give excellent satisfaction and, if desired, may be rubbed to a smooth racing finish.

Two old standbys of the Edward Smith line are cruising bottom green and fisherman (copper) red, both of which come in the medium-price bracket and offer good antifouling properties. There is also a cruising bottom red.

Panels of all Smith paints are on display in booths 23 and 24 — third floor.

The Wee Scots of Milton Point

Attracting favorable comment from yachtsmen visiting the Milton Boat Yard, Inc., exhibit, is the 1937 Wee Scot, an outstanding example of the small racing sloop. These craft represent detailed improvements over their predecessors, although in no dimensional way are they altered from the originals.

The deck is now crowned, the cockpit coaming flared and pointed, and the deck hatches removed, resulting in a surprising improvement in appearance. An adjustable deck plate, similar to that in use on Star Class boats, permitting adjustment of the rake of the mast, is now included. Chain plates are mounted inboard. The major improvement, however, seems to have been made below the cockpit floor, where flotation air tanks are now installed, thus rendering the craft unsinkable in case of a sudden knockdown. These tanks are readily demountable, both for inspection and for purposes of painting.

The old watertight bulkhead, feature of the early models, has been eliminated to allow proper ventilation throughout the hull. The cockpit floor has been raised so that the cockpit coaming forms a comfortable back rest, and in other ways the boat has been modernized to conform with modern practice. Formation, last spring, of the Wee Scot Racing Association indicates active interest in these small keel sloops, and it is felt these new Wee Scots will be accorded a warm welcome. The Milton Boat Yard is working hand in hand with the new Association, and the improvements mentioned here have the Association's sanction and approval. In no way, it is said, will the sailing qualities of the new craft be affected, either to the disadvantage or advantage of the older boats. This is necessary as there is a big fleet of existing Wee Scots.

This 30-foot Two Stateroom Sedan by the Owens Yacht Company has an unusual amount of room for a boat of her size. The design of the deckhouse adds to her appearance

Baltimore Copper Paint on Display

Among other famous manufacturers of marine finishes, the display of the Baltimore Copper Paint Co., of Baltimore, Md., ranks high. Offered is a complete line of Regatta Yacht Finishes, together with the well-known Copper Bronze bottom paint. This paint is known for its high antifouling qualities and is at the same time a superlative racing finish. The new New York Yacht Club "32" fleet has Baltimore Copper painted bottoms.

In addition to these, numerous other famous yachts have used Baltimore paints with satisfaction, chief among them being *Stormy Weather* and the main trys'l ketch *Vamarie*. Visitors to the Motor Boat Show will do well to inspect the interesting exhibits of this company.

Groco Products

The Gross Mechanical Laboratories, of Baltimore, manufacturers of Groco heat exchangers for oil and fresh water cooling, has on display, in Booth 123, the new Groco electric toilet. This is the result of three years' development and every part is made of the best of materials.

There are no packing boxes to pack or to leak, no cup leathers to dry out and give trouble, no packing or rubber gaskets to replace.

The motor is made for the service and is moisture-proof, quiet and fitted with ball bearings. The toilet is designed for service either above or below the water line and the proper water level is always maintained in the bowl. Main shaft and inlet water valve stem have automatic water seals. The electric switch is of ample size and has sliding contacts, which are self-cleaning. All castings are of bronze and the toilet is available for use with 12-, 32-, 110-volt direct and with 110-volt alternating current.

Mystic's New Class "D" Sailing Dinghy

Increasing popularity of the one-design Class D sailing dinghy has led to the design, by Charles D. Mower, of a new 10-footer which is in production at the Mystic Shipyard, Inc., West Mystic, Conn. One of these new sailing dinghies is found at the yard's exhibit on the ground floor of the Palace, Space L, at left of the main entrance.

The framing of this seaworthy little "10" is of best quality Connecticut white oak, with planking and trim of Philippine mahogany. Sails are by Ratsey & Lapthorne.

All fittings are chromium plated as standard equipment, and shrouds are of stainless steel. The boat is built to the requirements of the North American Dinghy Association, both as a One-Design "D" boat and to fit the Open "D" Class.

Looking over the sail plan, we find a characteristic lug rig carrying 66 feet of sail. The hull is planked with eleven strakes to a side. Gunwales, transom, thwarts, flooring, rudder and centerboard are of mahogany, giving this little job a decidedly bright and "yachty" look. The standing mast is 9 feet 8 inches over all, which is the same length as the boom and yard. Shrouds are of ⅛-inch diameter flexible wire rope, set up with lanyards. Boom and yard are slotted to take the bolt rope of the sail. This feature is in harmony with the most advanced theory of sail dynamics, and gives a neater looking method of bending on sail.

Woolsey's "Port of Painting Authority"

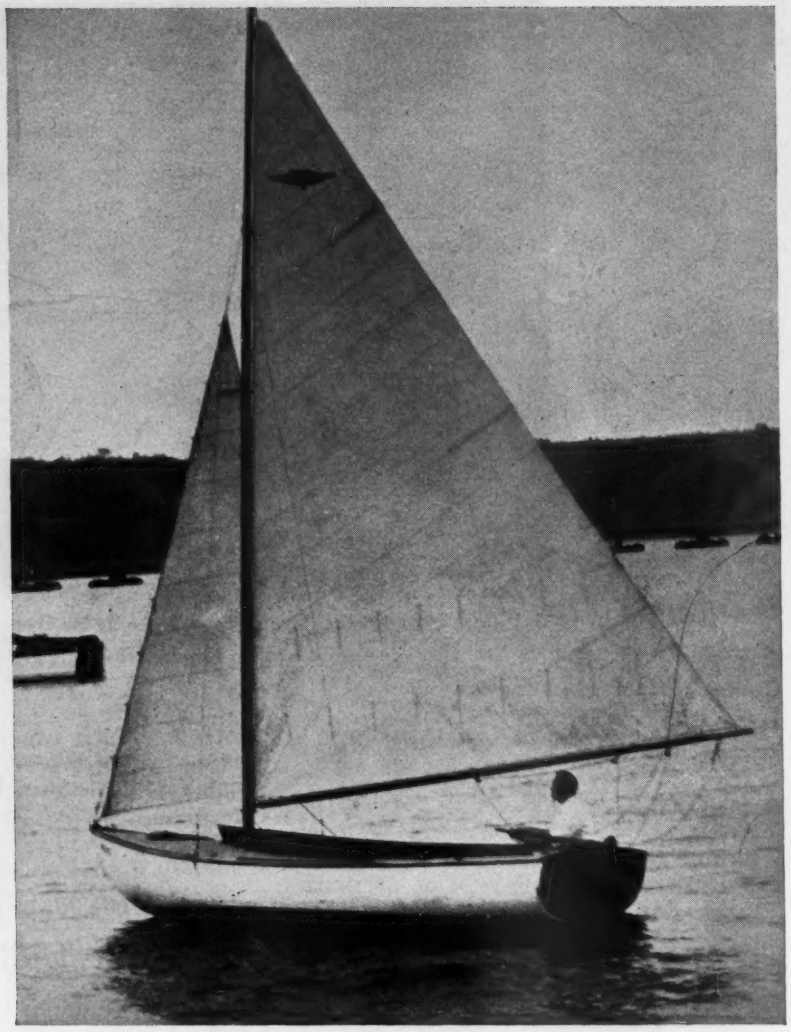
The exhibits of C. A. Woolsey Paint & Color Company, like the company itself, are rich with the tradition of the sea. Now amalgamated with the Woolsey organization is the well-known New Jersey Paint Works, of Jersey City, N. J., a reliable old marine paint company needing no introduction to the yachting fraternity. The paints, although now manufactured by one company, will retain their identities, examples of the two lines being on display at the Woolsey booths.

It is interesting to note in this connection that the original Woolsey Company was responsible in no small measure for the invention and popularity of copper bottom paint, a paint which it developed from its own secret formula back in sailing ship days.

The company welcomes both consumers and dealers of New Jersey and Woolsey Products to the "Port of Painting Authority" at Booths 26 and 27. There they will have opportunity to help those who have a paint or varnish problem they wish to talk over.

Essomarine Features Weird Creatures of the Deep

From the briny depths of the imagination of the famous designer, Dr. Seuss, whose murals have been a feature of Essomarine's recent Show exhibits, come a collection of the weirdest denizens of the deep ever imagined in the wildest nightmare of a skipper. From Pango-Pango to the waters of the sub-sub-arctic these creatures have been captured. Emblazoned across the Essomarine display in Dr. Seuss' inimitable style are various of these imaginary monsters.



A 16-foot one-design Snipe. One of these little racers exhibited by the New England Marine Co. At the right is one of the 18-foot Winabouts

A particular highlight of the Esso activities at the Show will be the First Reunion and Indoor Fleet Maneuvers of the "Admirals" who were commissioned at the formation of the Seuss Navy last winter at the Palace. An official Navy house flag has been adopted. The maneuvers will include a unique initiation of the admirals, patterned along the lines of Neptune's Court, held for neophytes making their first equator crossing.

Although considerable secrecy surrounds the nature of the inmates of the astounding Seuss aquarium, such names as the Gimlet Fish, the Dawdler Turtle, the Carbonic Walrus and the Sludge Tarpon are enough to make young and old pause and consider. The anatomy and peculiar appearance of certain of these creatures have caused so much speculation that their origin has at last been divulged. It is said that many of these monstrosities were sighted in out of the way spots by Seuss Admirals and reported to Admiral-in-Chief Seuss during the course of a year's cruising.

Esso's adoption of a humorous theme for its recent displays has met with such widespread approval among boat owners and visitors to the Show that the idea was enlarged on this year. The "Admirals" represent every part of the nation, and a few are from foreign countries.

Winabouts Offered by New England Marine

The Winabouts, popular 16½- and 18-foot one-design sloops, are again with us in the New England Marine display. These inexpensive, yet well-built sailing craft, are fast, able, and designed to provide a maximum of comfort aboard a small boat. Located in Spaces B-6 and B-7 the company offers the Winabouts in both carvel-built and lapstrake models. In addition there are the following display units: a Snipe Class sloop, a 12-foot All-Purpose (non-sinkable), a 14-foot cat boat and skiffs from 10 to 16 feet in length.

Winabouts carry a modern, jib-headed sloop rig, and may be had either with bronze or galvanized hardware available. The best of materials is used throughout and is put together in typical "down-east" technique. The 16½-foot Winabout is especially popular where it is necessary to trail the boat to a body of water, it being unusually adaptable to this use. It is copper-fastened, and includes such advantages as a reinforced transom with the exclusive Winabout sliding rudder, clear spruce spars, two-tone decks, brass sail tracks on mast and boom, as well as an adjustable gooseneck.

The 18-foot Winabout gives generous comfort for such a small boat and offers racing performance. The beam is substantial, making her stiff in a blow and able to "take it." A portable cruising cabin may be supplied at small extra cost. This boat has a surprising amount of available cockpit space, giving the owner a chance to take out more than one or two of his friends together, without undue crowding.

Under Sail With Cape Cod Ship Building Corp.

The display of Cape Cod Ship Building Corporation, of Wareham, Mass., represents one of the largest spreads of sail yet to be found under roof. Believing that familiarity with boats is best fostered at an early age, the company has enlarged its line of playboats. These include a six-foot Beach Boat, a seven-foot Midget and a new eight-foot jib-headed cat boat, known as the Cape Cod Cub. The latter is big enough for primary sailing classes, or for use as a tender. Also being shown by the company is a new sailing dinghy of simplified lines, aimed at bringing Frostbiting within the financial reach of a much larger group. The price is said to be about one-half that of conventional 10–12 foot Frostbite dinghies.

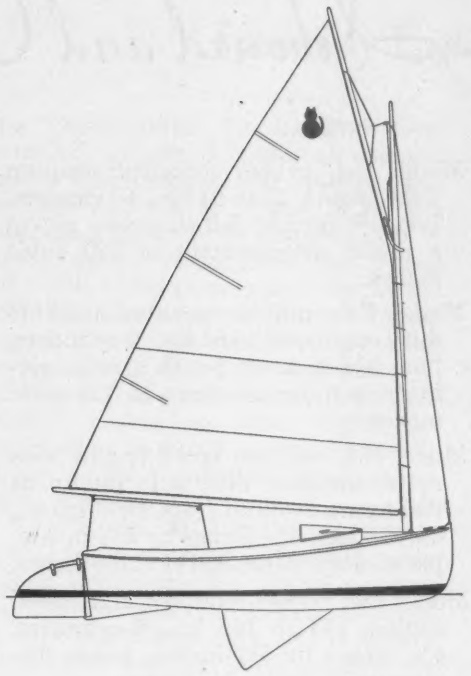
The Cape Cod Baby Knockabout, showing the improvements developed

by the company and the Southern Massachusetts Y. R. A., is given a prominent place in the company's exhibit. An increase in the size of the jib and a decrease in the foot of the mainsail provide a sail plan of modern appearance and better performance on the wind. The change has produced better balance, making the boat easier to handle in moderate to strong winds.

Most spectacular of the company's exhibit is the new Cape Cod Senior Knockabout. This boat was designed by F. S. Dunbar as an enlargement of the Corsair Class which he designed for the Chatham Yacht Club several years ago. She is 22 feet 10 inches on deck, 17 feet on the water, 6 feet 6 inch beam and draws 20 inches of water with the centerboard up. She is a compromise type, with a shallow keel with approximately 600 pounds of outside lead ballast through which the centerboard drops, thus providing lateral plane for windward work. The rig is of the tall marconi type with single jib and spinnaker, supported by conventional shrouds and a permanent backstay.

A 12-foot 10-inch cat boat, the first to be seen at the Show in several years, is also included in the Cape Cod exhibit. This boat is large enough to accommodate four adults for an afternoon's sail or to provide a good turn of speed for racing. Her construction is rugged.

The rest of the company's extensive exhibit includes a variety of dories, sailing skiffs and smaller craft. The only outboard motor boat displayed by the company is its 15-foot Sea Going Outboard, which has been adopted by the U. S. Department of Agriculture for patrol work by the Wild Fowl Conservation Commission. This craft is sturdily built with a whaleboat bow, fairing aft gracefully into a broad, rounded chine stern which makes for speed and dryness.

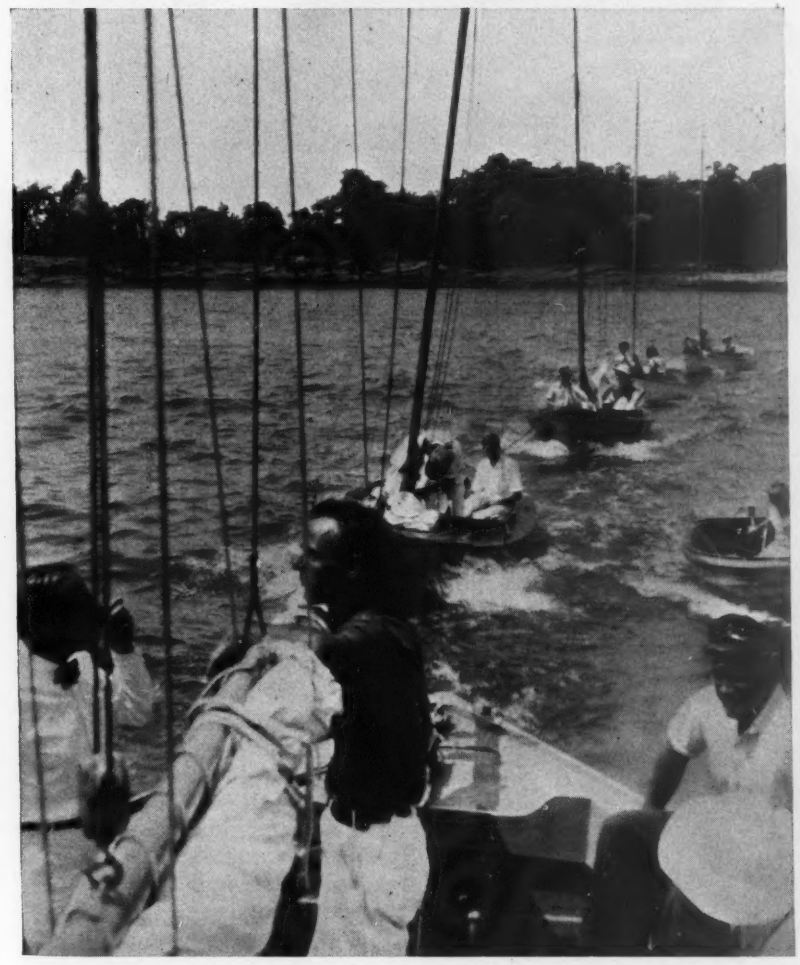


The first Cape Cod cat boat seen at the Show in several years is this new 13-footer built by Cape Cod Ship Building Corporation

In addition to the boats which it is exhibiting, the Cape Cod Ship Building Corp. is showing plans of two cruising sailboats, the result of a survey of several hundred prospective owners. One of these is a knockabout rigged, auxiliary sloop 26 feet over all, with accommodations for two people. Of medium draft to permit use in shoal waters and small harbors, she is provided with a small galley, ice chest and toilet facilities. Hardware and equipment will be bronze throughout, with Wamsutta sails.

The other cruising boat, as designed, is similar in over all length, but has been developed with an eye to maximum accommodation in small space. She has a knockabout rig. An ingenious arrangement, featuring a large main cabin forward and a smaller cabin running aft from the cockpit to the transom, offers living space for four. The hull form suggests a boat of the motor sailer type but the lateral plane secured by the keel is somewhat larger than in the usual motor sailer. The result is a boat which should be satisfactory under sail and which in her arrangement offers more than might be expected within the size and price.

The Cape Cod show has a real, salty appeal for the sailor.



A fleet of Cape Cod Vee 16 Knockabouts under tow. Below, one of the 18-foot Cape Cod Baby Knockabouts with the new rig

Engines—Inboard and Outboard

New Scripps Take on Rubber Mountings

The 1937 line of "built to precision" motors which Scripps Motor Company has on display at the Motor Boat Show, offers new changes and advancements said to provide greater safety, smoother performance and longer life. Rubber mountings are now available on all Scripps models. This represents one of the first strictly marine engine builders to switch to rubber mountings on a line of 4-, 6-, V-8 and V-12-cylinder engines, comprising over 50 models, ranging in power from 25 to 300 hp. each.

A brief résumé of the Scripps motors on display at the Palace follows:

Model F-4, rubber mounted medium duty engine, 25 to 53 hp., 4-cylinders, bore 3¾-inch by 5-inch stroke, giving a piston displacement of 220 cubic inches.

Model F-6, rubber mounted medium duty engine, 48 to 81 hp., 6-cylinders, bore 3¾-inch by 5-inch stroke, giving piston displacement of 331 cubic inches.

Model 154, medium speed engine with reduction gear, ratio 2:1; 120 hp. at 900 r.p.m. reduced from 1800 r.p.m., 6-cylinders, 4¼ inches by 5¼ inches, piston displacement, 447 cubic inches.

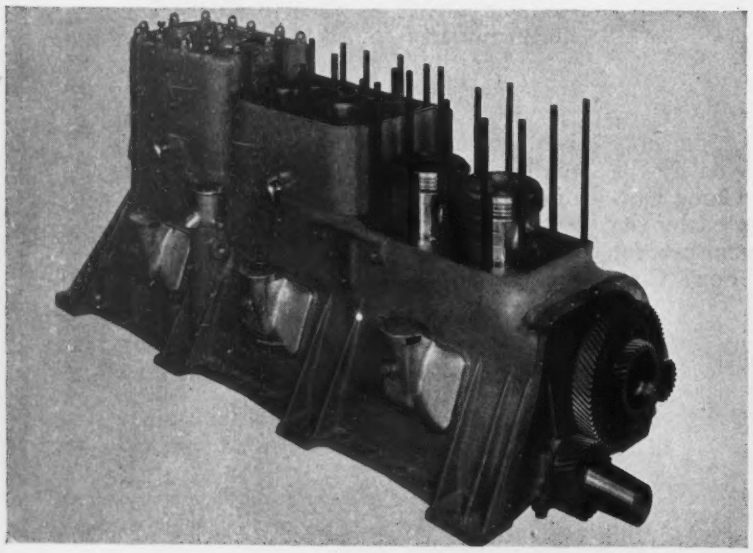
Model 152, rubber mounted high speed engine, 143 to 169 hp., 6-cylinders, 4¼ inches by 5¼ inches, piston displacement, 447 cubic inches.

Models 204 and 205, a rubber mounted balanced pair of true, symmetrical opposite construction and rotation medium speed engines; 114 to 153 hp. each, 6-cylinders, 5 inches by 5¾ inches, 677.4 cubic inches.

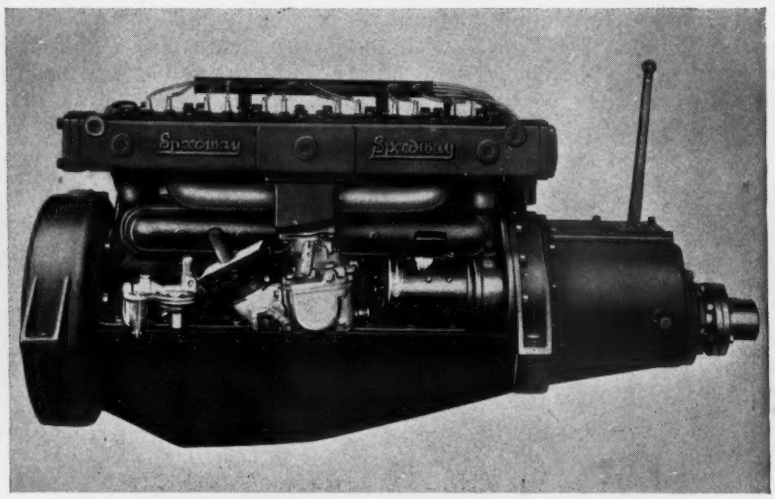
Model 202, rubber mounted moderate speed engine, 182 to 212 hp.; 6-cylinders, 5 inches by 5¾ inches, piston displacement, 677.4 cubic inches.

Model 302, moderate speed engine, 242 to 304 hp.; V-Type 12-cylinders; bore 4¼-inch by 5¼-inch stroke, piston displacement, 894 cubic inches.

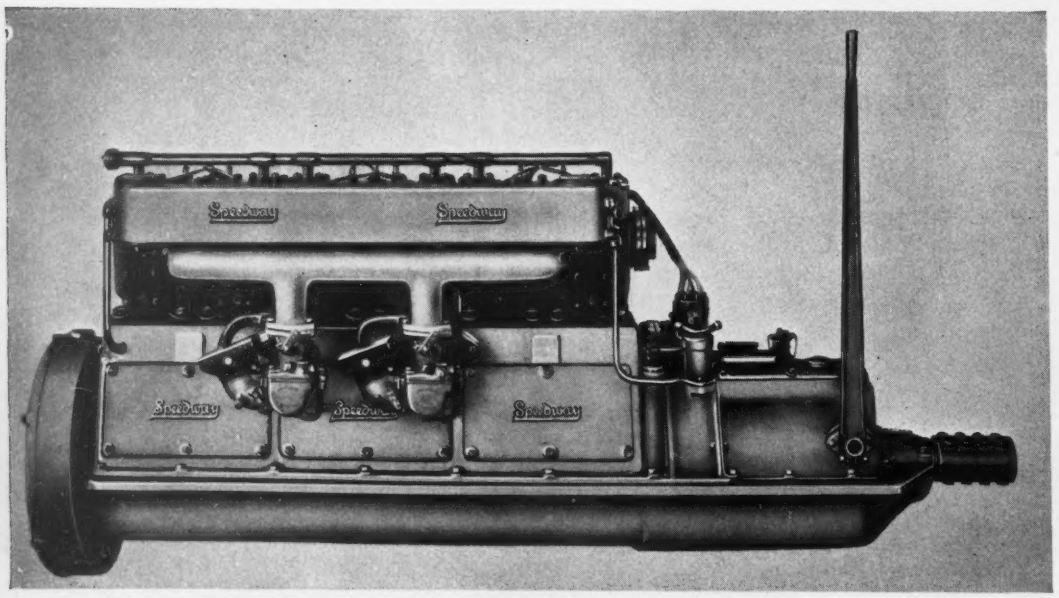
Model 41, direct drive, rubber mounted V-8 engine, 32 to 95 hp.; 8-cylinders, 90° angle, bore 3 1/16-inch by 3¾-inch stroke, piston displacement, 221.07 cubic inches.



Left, a partial assembly view of a Scripps engine showing through stud construction of cylinder heads. Cylinder blocks are cast in pairs



Below, one of the 6-cylinder, 250 hp. model M. C. Speedway engines. At right, a smaller 115 hp. model



Model 63, rubber mounted, high speed engine 45 to 110 hp.; V-type 12-cylinders; 75° angle, bore 2¾ inches by 3¾ inches, piston displacement, 267 cubic inches.

In addition to the above models, Scripps shows a partially assembled 6-cylinder engine with twin cylinder blocks and cylinder heads, together with a special exhaust manifold for use in deep draft sailing craft.

In Series F-4 and F-6, through the use of improved type pistons permitting closer limits and the latest type oil rings, oil consumption has been substantially reduced. On these models the reverse gear has been completely redesigned. It includes an extra wide, semi-steel reverse gear band which is actuated by a powerful toggle clamp. This assures a positive reverse with

extreme ease of operation, and is said to provide a constant travel of the reverse lever, an important consideration where remote controls are installed.

The rubber mountings of the Series 150 and 300 have been arranged to provide the greatest possible depth of motor beds under the after supports, with the forward feet lowered so that installation can be made directly on the bilge stringers, or upon a motor bed of substantially uniform depth.

Included in the exhibit and on view for the first time at the Motor Boat Show, is the new Scripps V-12 110 hp. marine engine (Model 63). This fine power plant is now available in four direct drive and four reduction gear models. It offers cast iron cylinder heads and cast iron pans optionally, and at no additional cost.

The Scripps V-8, Model 41, is also available in four direct drive and four reduction gear models. The latter gear is an extra heavy duty straight line, double reduction, internal gear type, ratio 2.12:1. A number of new features are incorporated in these fine marine plants, taking full advantage of the detailed improvements in the new Ford V-8 engine from which they are converted.

Two capacious water pumps, operating at slow speed, are employed to insure a steady flow of circulating water at all engine speeds. They are of the reservoir type with inlet and outlet connections so arranged that the pumps retain their prime. Exhaust manifolds have been redesigned so that high exhaust outlet is provided without the use of elbow extensions. In keeping with modern trends, provision has been made for taking the exhaust from the forward end of the engine to provide the most economical exhaust pipe installation where V-drives are used and the engines are located aft.

Speedway Engines on Display

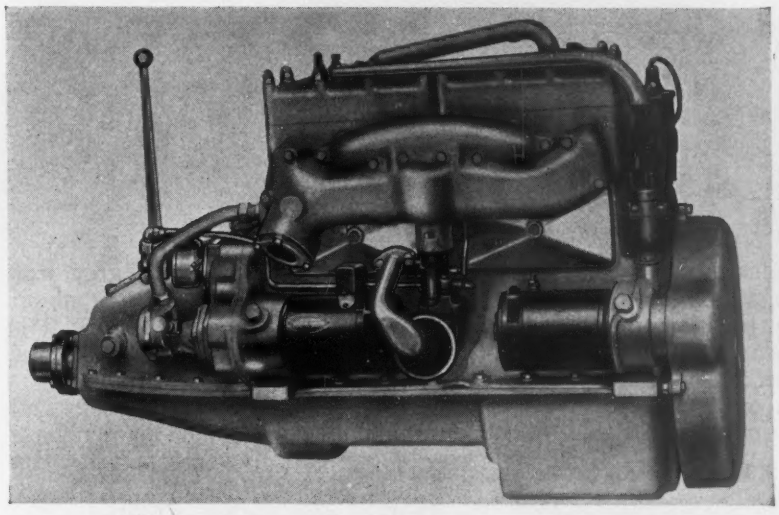
The Consolidated Shipbuilding Corporation, makers of Speedway engines, has on exhibition various models, both gasoline and oil, in Space X on the mezzanine floor of the Palace. Two of these popular engines are the Model MC, 250 horse power, and the Model SW, 115 horse power. Many of these engines power fast commuters or other de luxe type motor yachts. Model SW, on account of its compactness and light weight, makes an ideal engine for installation in boats up to 50 feet in length, and has attracted much favorable comment.

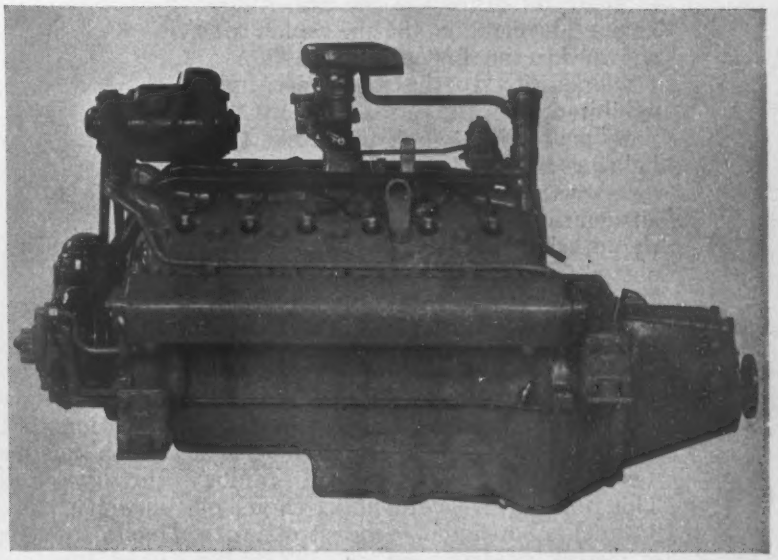
The Model MC Speedway marine engine is a 6-cylinder 5¾-inch bore by 7-inch stroke gasoline engine developing 250 horse power at 1725 revolutions. It is of the L-head type and is built in both right and left hand models, designed for speeds from 1400 to 1800 r.p.m. Cylinders are cast in pairs of a special grade of iron, with the heads also cast in pairs. The frame is a single casting of aluminum, deep and strongly webbed.

The pistons are of aluminum alloy, with six rings. Connecting rods are of drop forged chrome nickel steel, with the upper ends bushed with phosphor bronze for the wrist pins, which are case hardened and ground, and of the full floating type. Crankshaft is of special heat treated steel with a bearing between each pair of cylinders and fitted with steel counterweights at each crank.

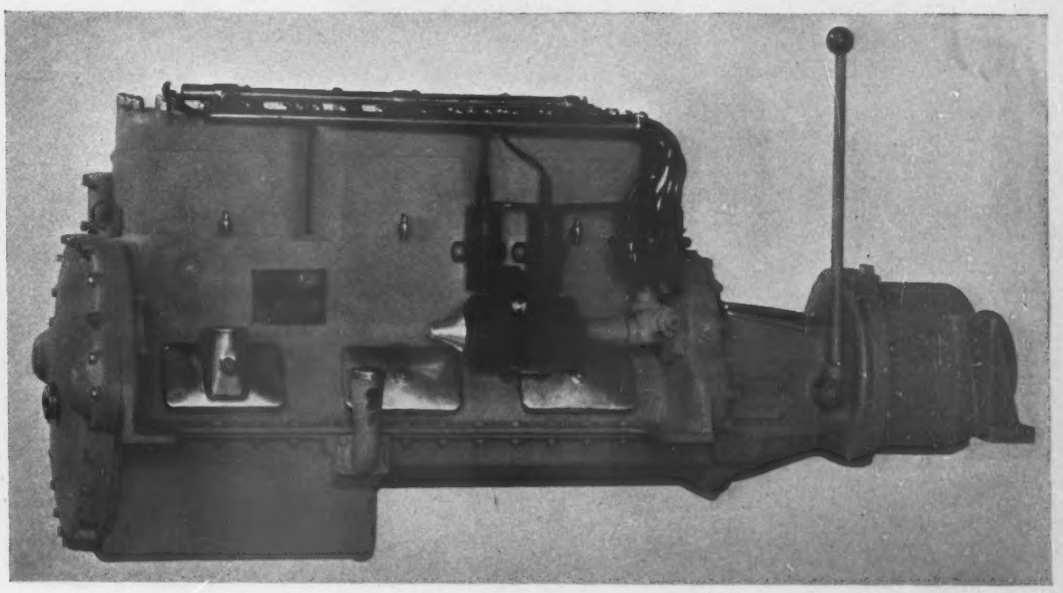
Clutch and reverse gear are of Speedway design. Lubrication is pressure system. Fuel pump is of the roller type. Twin ignition systems are fitted, there being a two-spark distributor and a single spark distributor. Starter is of the Leece-Neville two-unit 12-volt system.

Below, the medium duty F-4 Scripps motor rated at 25 to 53 horse power. The piston displacement is 220 cubic inches





Here is the high speed V-12 Scripps, 45–110 hp., 267 cubic inch displacement. Below is seen the medium duty reduction gear Scripps, model 154. Rated 120 hp.



The Universal Line

In Block V on the mezzanine is found the exhibit of the Universal Motor Company, of Oshkosh, Wis. The company is displaying two new engines, the Cruiser Sixes, which are described in Waterfront News in this issue.

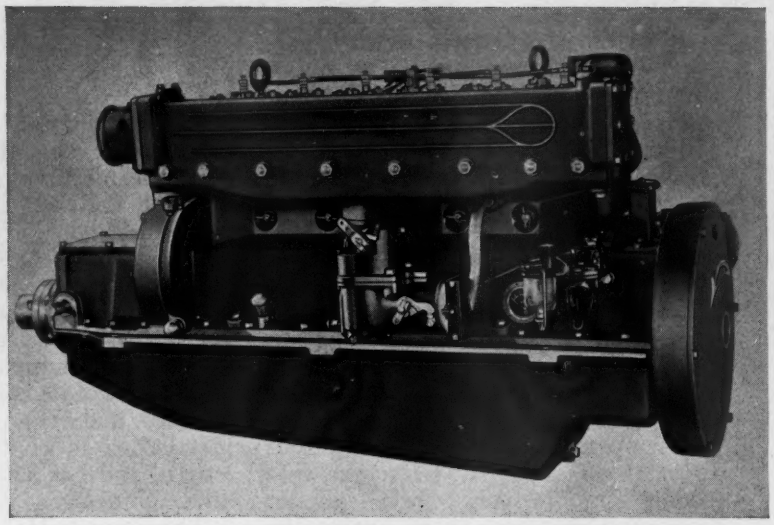
Other models on display are the single-cylinder Fisherman, developing from 6 to 8 hp.; the Blue Jacket Twin with electric starter (an engine rated from 5 to 10 hp.); three 4-cylinder models consisting of the Utility Four, 20 hp.; the Flexifour, 30 hp., and the Super Four, 48 hp.

The Blue Jacket series of engines is represented by the 6-cylinder medium speed model which is rated at 45 hp. and an electric starting model of the Blue Jacket Twin.

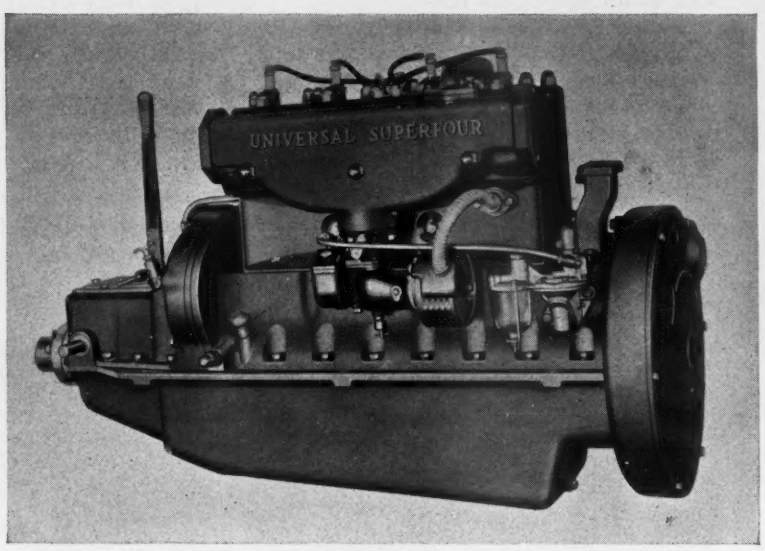
The Utility Four is a modern version of the motor with which Universal entered the small 4-cylinder field of four-cycle marine motors many years ago. This is an engine developing 20 certified horse power and is adapted for use in small pleasure craft.

Again on display is the Super Four engine developing 48 hp. which was shown for the first time in 1936.

In addition to the propulsion units exhibited, the Universal Motor Company is showing two of its marine type lighting sets designed for use on the larger yachts. One of these is a 2 kw. automatic battery charging outfit and the other is a 4-cylinder direct connected 5 kw. generating set.



The new Universal "Six" offering 90 certified b.hp.



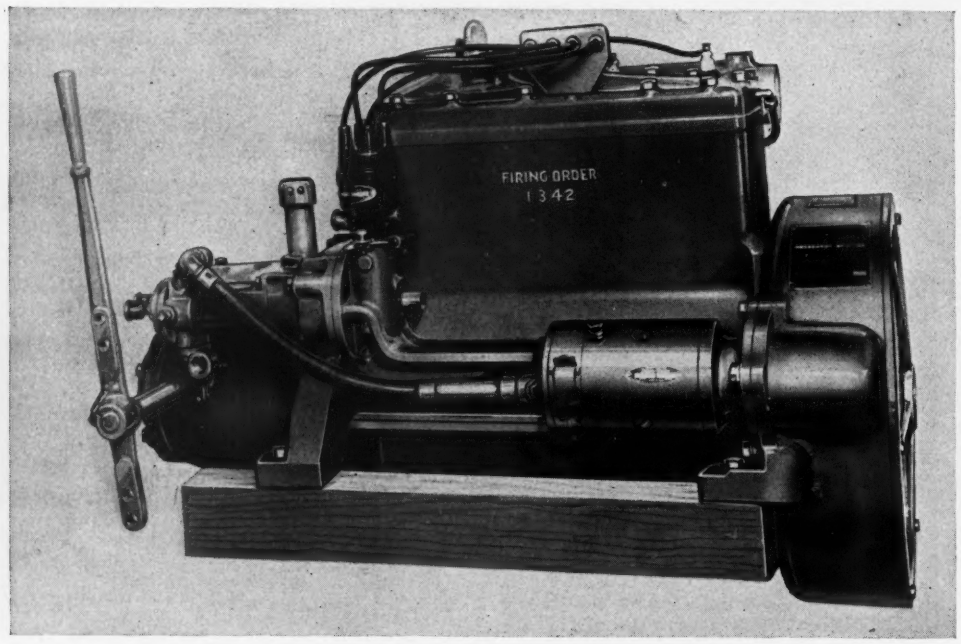
Model LSG Universal Superfour, 48 certified b.hp.

Red Wing Engines

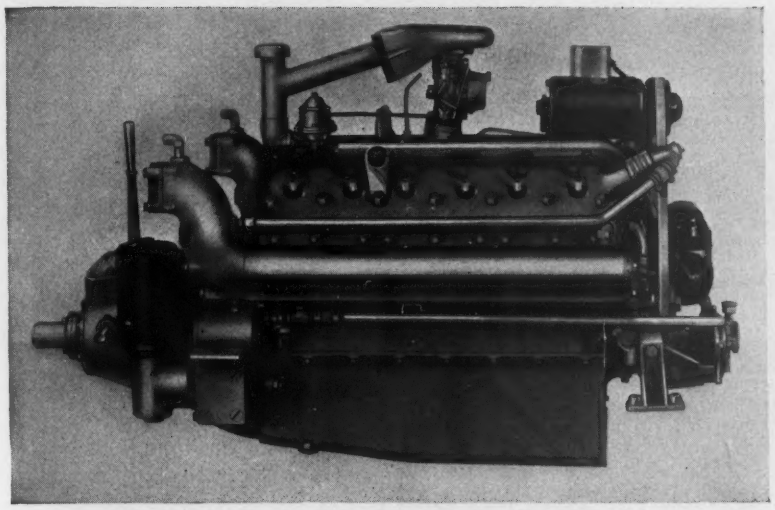
In the display of the Red Wing Motor Company, of Red Wing, Minnesota, seen in Space N on the third floor, is a new engine, the Arrowhead Junior. This is a four cycle 4-cylinder engine of 3¼ inches bore and 4 inches stroke with a piston displacement of 133 cubic inches. It is similar in design and construction to the 25–45 hp. Red Wing which has been popular for the last three years. The new engine is lighter in weight and is compact, being only 35 inches in length over all. The Arrowhead Junior is furnished in two types: a medium duty type with grey iron pistons and castings, weighing about 450 pounds and rated 20–40 hp. It is also made in a special high speed model developing from 40 to 55 hp. at about 3500 r.p.m. This has alloy pistons and aluminum castings for oil pan, reverse gear cover and flywheel housing. Its weight is under 400 pounds.

Another new engine exhibited is the Red Wing Arrow Super Six which supersedes the Arrow Special. This has 4¼ inches bore and 4¾ inches stroke, slightly larger than the former Arrow Special. In other respects, the two engines are alike. The added cylinder bore with the improved manifolding gives an additional 10 hp. for the new Super Six, making this an attractive power plant for the larger runabouts as well as for cruisers up to 40 feet.

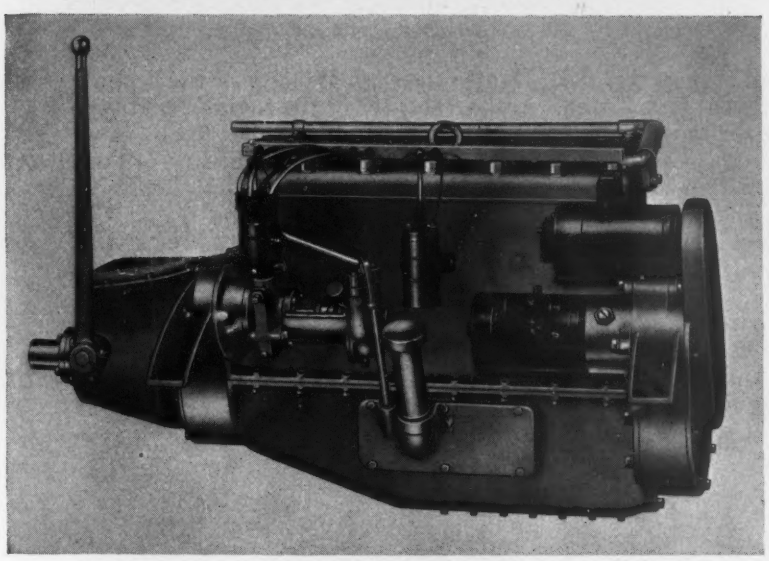
The display also includes several engines from the gasoline line, 4 to 125 hp. There are also the Comet full Diesel engines which are manufactured in sizes from 75 to 140 hp. and Hesselman low compression spark ignition fuel oil engine types from 35 to 200 hp.



The "Arrowhead Junior" 20 to 40 hp. Red Wing is a 4-cylinder engine, 3½" by 4" bore and stroke



The 110 hp. Kermath-converted "Sea Zephyr" engine



The Kermath "Sea Prince" is a six developing 90 hp.

Kermath Engines for Many Uses

Both gasoline and Diesel engines are displayed in the booth of the Kermath Manufacturing Company, of Detroit, Mich. This year, in its larger units, Kermath is supplying symmetrical pairs for opposite rotation for twin screw installation. These are available in the Sea Captain, Sea Farer, Sea King, Sea Wolf and Sea Raider models. Opposite rotation only is available in practically all models.

The company is showing its relatively new Sea Rover engine fitted with the Upton combination reduction-reverse gear. Two years' field service, the company states, justify it in adapting it generally in its line and offering it as standard reduction gear equipment on the Sea Dog, Sea Man, Sea Flyer, the new Sea Prince, Sea Queen, Sea Rover, Sea Mate, the new small 6-cylinder Diesel, the Kermath Diesel 6-298, the V-8 and the new Sea Zephyr models.

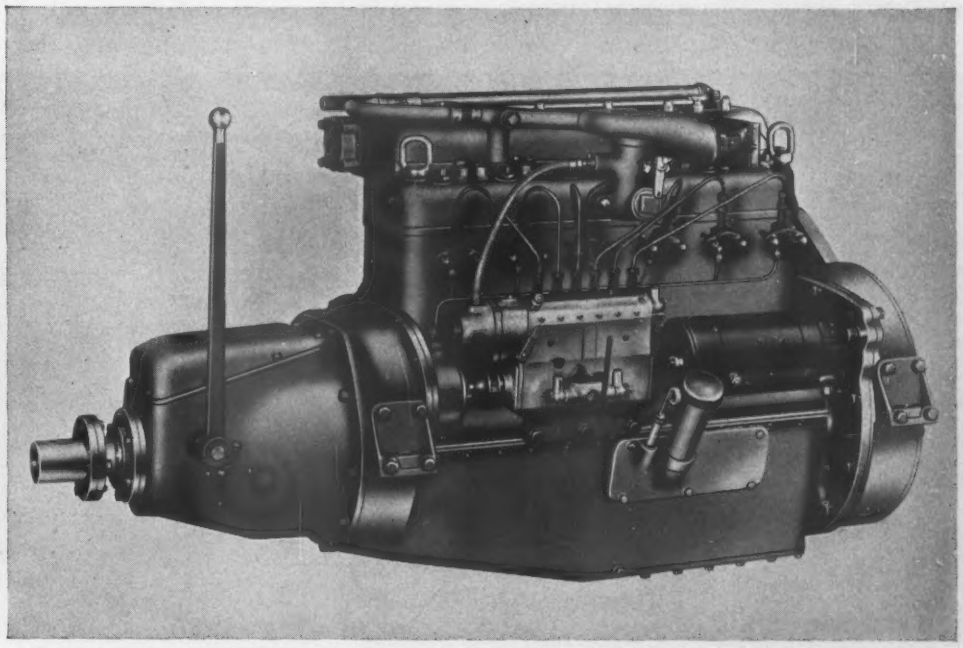
The Upton unit is a synchronized constant mesh marine reverse and reduction gear actuated through a single lever control. It is strong and sturdy, unusually simple and its over all length is short. There are only five gears in the assembly, all helical with 2-inch faces, of the highest quality chrome steel, accurately fabricated for quietness. The shafts are mounted in oversize ball bearings. Lubrication is by the engine system and the gear is water cooled.

A new engine is the Sea Prince model, a compact "Six" of 3⅜-inch bore and 4⅛-inch stroke. The piston displacement is 221 cubic inches and the horse power rating 90. The weight is 645 pounds and the over all length of the direct drive model is 45⅜ inches and 48⅜ inches with the Upton gear. Like all Kermath "Sixes," the crankshaft is of the seven bearing type.

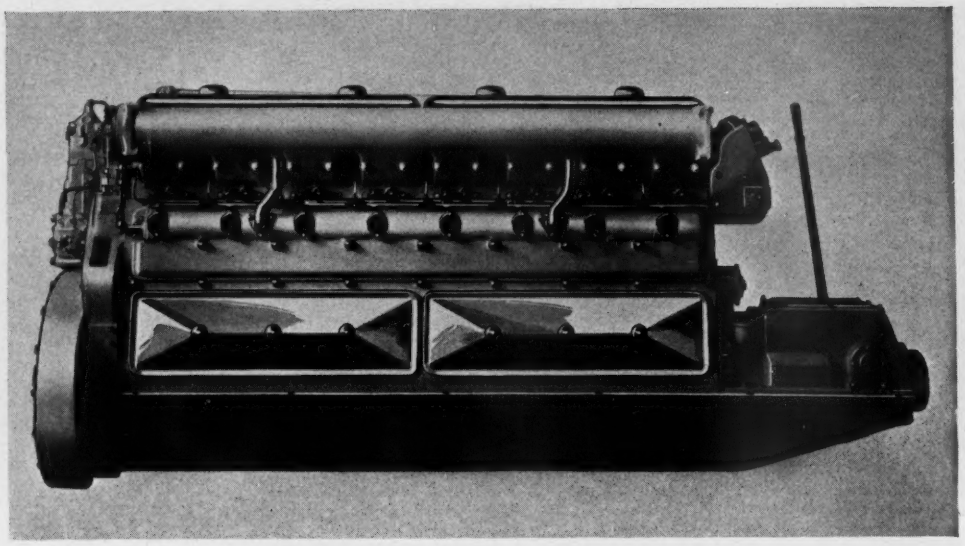
While Kermath developed the Sea Zephyr early in 1936, it has not been cataloged until now. This is an adaptation of the Lincoln Zephyr 12-cylinder motor with refinements. It is designed to deliver 110 hp. with a weight under 800 pounds and is less than 51 inches over all. It is adapted for use in the better runabouts and the addition of the Upton gear fits it for use in cruisers where a smooth and quiet engine is desired. In making the adaptation, Kermath engineers have kept in mind the underwriters' requirements. The starting motor has been raised to keep it out of the bilge and the oil pan has been completely redesigned to suit marine needs. The oil pan is now an aluminum casting and marine cooling is by Kermath designed duplex water pumps, set low on the motor.

The new Kermath Diesel 6-298 is supplanting the 6-288 by reason of a slightly larger piston displacement. The new engine has a bore of 3¾ inches and a stroke of 4½ inches with a displacement of 298 cubic inches. It is rated 84 hp. at 2600 r.p.m.

Kermath is announcing another new development in engine cooling, first developed in the larger engines such as the Sea Raider. This is known as the Kermath Temporator and is a "full flow" system which works wonders in motor performance, especially in freedom from condensation and attendant valve difficulties and in preventing crankcase dilution.



A new Kermath Diesel engine well adapted to small marine installations is the Model 6-298



The 8-cylinder Winton-Diesel develops 200 hp. It is equipped with the new unit fuel injection system

Winton-Diesels

Three engines form the exhibit of the Winton Engine Company, of Cleveland, Ohio, found in its regular space on the main floor of the Palace. One of these is the Model 241, an 8-cylinder Diesel with cylinders of 8 inches bore and 10 inches stroke which develops 500 hp. at 1000 revolutions per minute. The other two are a pair of the Model 233-A, built right and left for twin screw installation. These have cylinders of 5½ inches bore and 7 inches stroke and develop 200 horse power each at 1200 r.p.m.

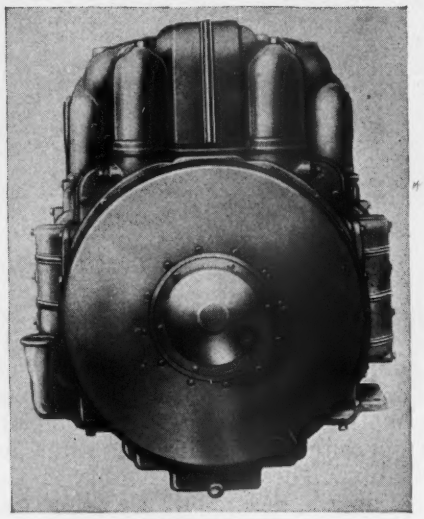
The most interesting feature of these new engines is the unit fuel injection system which operates without the use of the long individual pipe lines to each cylinder. This new Winton injector has been in use in railway and industrial service for more than a year and is now offered to the yachting public modified to conform to the needs of marine service in the smaller sizes of engine. Instead of having the long pipe lines running from the high pressure pump, which so often develop a form of pressure lock due to the inability to maintain evenness at all speeds of the conventional engine, now the system delivers the fuel at an even injection in just the correct amount at all times.

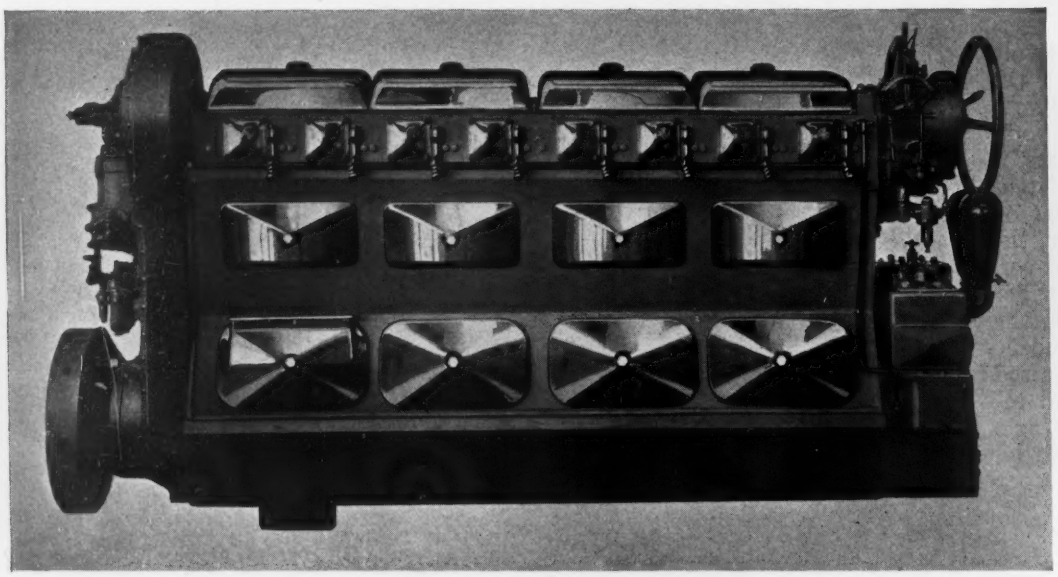
Another feature of these injectors, which are installed separately in each cylinder head, is that they can use a much higher pressure than is now permissible. This, it is claimed, eliminates the uneven flow due to choking and also permits better atomization of the fuel. Attached much like a spark plug of a gasoline engine, these injector units operate through a sort of double check valve. The valves are actuated through a push rod and rocker arm like an overhead valve. This assures opening and closing the valve at exactly the correct instant. With the high, even pressure behind the nozzle, the charge of fuel is sprayed into the combustion chamber in every direction, assuring clean, even burning. Should a nozzle become fouled or clogged in any way, it may be easily removed, cleaned and replaced.

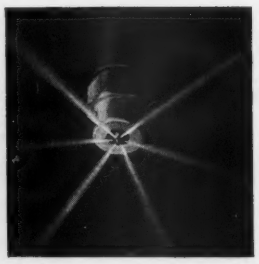
Among the yachts already powered with the new type engines are Wm. Ziegler's *Gem*, T. M. Dobbin's *Consort IV*, A. J. Fisher's *Alma F*, L. E. Emerman's motor sailer *Devshir*, E. A. Hughes *Helen H*, and a 92-footer recently launched.

Fuel oil is supplied to the injector at a pressure of about 20 pounds to the square inch, the surplus fuel flowing out through an outlet and its pressure being maintained by a small hole in a restriction plug in the outlet end of the drain mainfold. The plunger has a reciprocating motion to pump the fuel and a rotary motion to vary the amount of the fuel supplied according to the load. When the load is increased, the rotation of the plunger automatically increases the amount of fuel pumped and advances the beginning of the injection. Due to the high velocity of the plunger at the full speed of the engine, and to the restrictive action of the small spray holes, the final fuel oil pressure is built up to a high pressure and the spray is finely atomized.

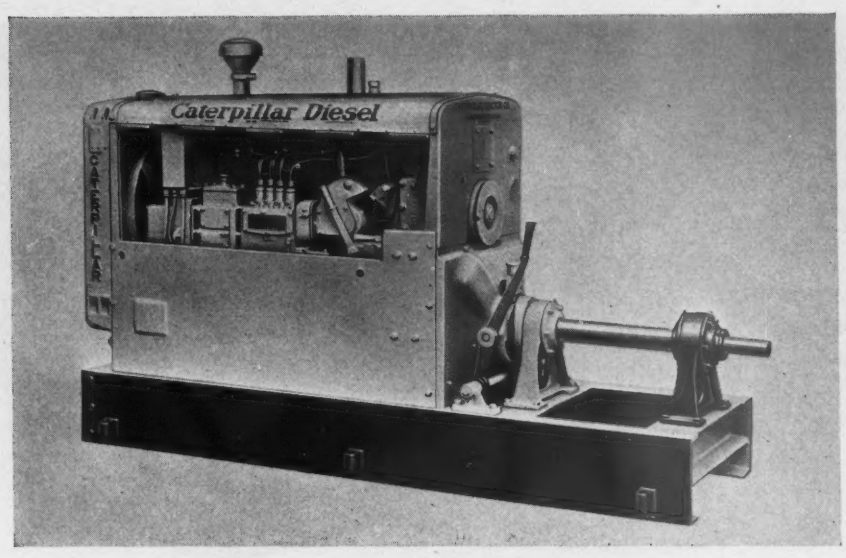
Yacht installations embodying this fuel injection system have proved satisfactory in service.







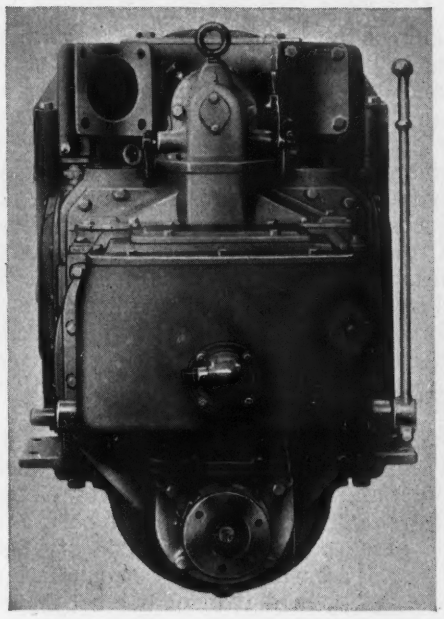
The spray pattern produced by this Winton unit fuel injector. Left, this 8-cylinder Winton-Diesel develops 500 hp. at 1000 r.p.m.



This 4-cylinder Caterpillar Diesel is rated at 44 horse power at 1400 r.p.m.

Sterling Crankless Oil Engine on Display

A mass of new motors, among them the Model CD-425 oil engine, represents the Sterling Engine Co., at the Show. Several years of development and many thousands of hours' operation preceded the offering of this remarkable series of engines. Incorporated in the offering in Block W, mezzanine floor, are two Sterling Dolphin gasoline engines, a six and an eight; a Coast Guard six; two Viking engines and three Petrels. An angle-drive gear is also on display, as well as one of the oil engines in cutaway section.

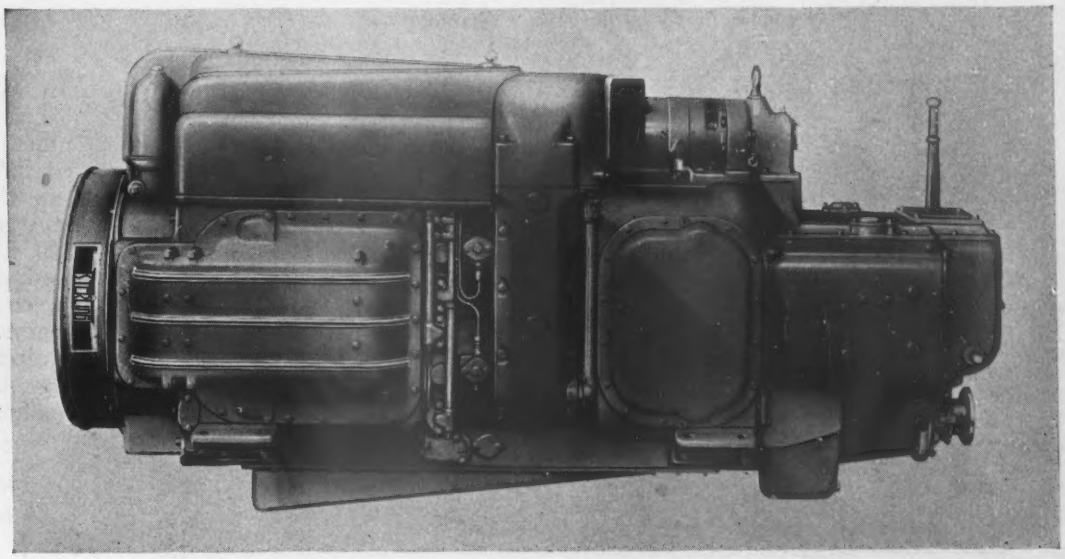


This engine, an opposed piston, two stroke cycle, internal combustion, compression ignition unit, offers continuous high duty performance on minimum fuel consumption. The pistons work in horizontal cylinders. Two flywheels are mounted on the engine, one at each end, but instead of being placed at right angles to the shaft, they are mounted at a slight angle, and are known as "inclined discs". The combustion pressure is applied through ball and socket thrust bearings against the face of the inclined discs, causing the disc to rotate. To understand better the principle applied, one might consider the action of a spiral-type screwdriver, which translates straight pressure into rotation of the screw. The result is smooth operation. Bore and stroke of this 150 hp.-at-1200 r.p.m. engine is 4¼ inches by 5½ inches, and power is applied through an inbuilt reduction gear of 2:1 ratio.

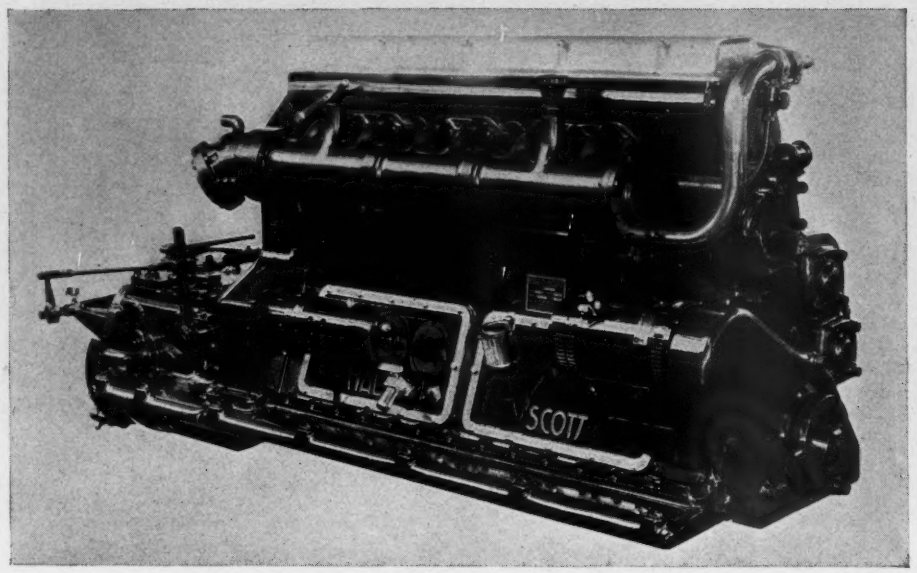
One of Sterling's outstanding engine developments for 1937 has been the use of moderately light weight valves. The valves in the Sterling Petrel engines weigh 12 oz.; in the Dolphins, they weigh but 8 oz.; and even in the large Viking series of engines, which develop 425 hp. in 6 cylinders and 565 hp. in 8 cylinders, valves weigh only 19 oz. each, this being the maximum size of valve that Sterling will use in engines of this capacity. These valves seat at half engine speed. Thus in an engine running 2000 r.p.m., the valve would seat 1000 times a minute. A heavy valve requires greater spring tension to close it quickly and the impact is correspondingly greater; hence, the lighter valve closes more quickly, requires less grinding and lasts longer.

The 180 hp. reduction gear model of the Sterling Petrel engine is a proven motor, employed in heavy vessels and in yachts up to 75 feet in length. With the Petrel engine and a 3:1 reduction gear, it is possible to push a small cruiser up to 18 or 20 m.p.h., it is said. Also on display is a Sterling Petrel engine built with counterweighted crankshaft, aluminum pistons and iron crankcases into which has been built a Morse internal gear type reduction gear.-

The Sterling angle drive gear forms a part of the exhibition. It consists of two helical cut gears, mounted on rigid alloy steel shafts which run on ball bearings. Sound of operation has been muffled by the substantial gear case, and by cooling the oil in a separate chamber, injecting the cooled oil directly into the gear tooth contact. By employing this angle drive gear, engines may be sealed off in the stern of the boat, assuring quietness of operation as well as freedom from excessive propeller shaft vibration and engine fumes.



The after end of the Sterling Crankless Diesel and, at left (opposite), the forward end of the same engine. At right, the port side of the engine is shown. It is 4¼" bore by 5½" stroke and is rated 150 hp. at 1200 r.p.m. It has 2:1 reduction gear



A powerful Hall-Scott Diesel engine, developing 120 horse power at 1600 revolutions per minute

Gasoline and Diesel Engines by The Buda Company

Both gasoline and Diesel engines are shown by The Buda Company, of Harvey, Illinois, at the 1937 Show. The gasoline engines include the HM-205-R, of 3 13/16-inch bore, 4½-inch stroke and 205 cubic inch piston displacement; the HM-298, 3¾-inch bore and 4½-inch stroke and with a displacement of 298 cubic inches; and the LM-525, a larger engine of 4½-inch bore and 5½-inch stroke and 525 cubic inch piston displacement.

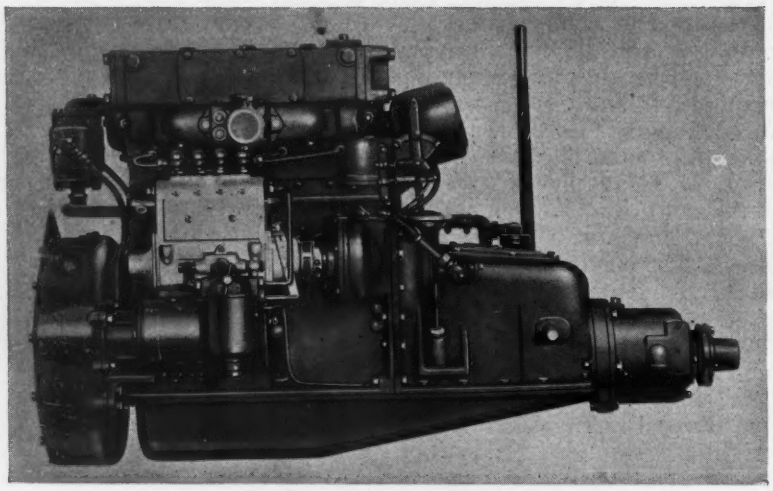
Diesel engines on display are the 4-LDM-196-R; the 6-LDM-275; the 6-LDM-468; the 6-LDM-691 and the 6-LDML-691; the 6-LDM-909; and the 6-LDM-1742. The 196-R is a 4-cylinder engine having all the advantages of the Lanova type. Buda Lanova Diesels have what is known as soft combustion and the rate of pressure rise is well within the limits of gasoline engine practice. The maximum pressure is not over 625 pounds per square inch and the compression ratio is 12½:1. Yet the mean effective pressure is high although the combustion pressure is low. They start easily in cold weather through the medium of glow plugs of low voltage capacity.

The 6-LDM-275 is a 6-cylinder engine of 3½-inch bore and 4¾-inch stroke with 275 cubic inch piston displacement. The 6-LDM-468 has cylinders of 4¾ inch bore and 5½ inch stroke and its displacement is 468 cubic inches.

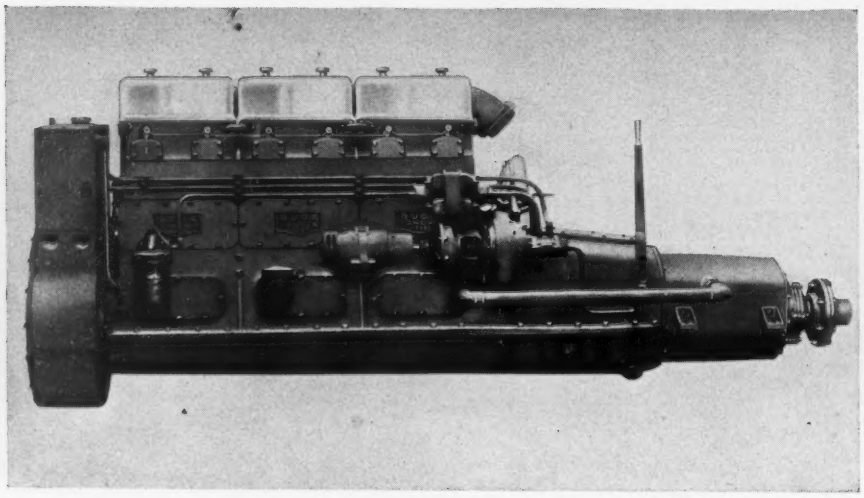
The 6-LDM-909 is a 6-cylinder with 5¼-inch bore and 7-inch stroke and 909 cubic inch displacement.

The 691 is the outstanding new engine of the Buda line for 1937. Its bore is 4¾ inches and its stroke 6½ inches and it develops 120 hp. at 1400 r.p.m. and 148 hp. at 1800 revolutions. It is equipped with Bosch pump and is offered with a choice of reduction gears of either 2.54:1 or 2.97:1 ratio. It incorporates all Buda Lanova Silver Crown advantages. The significant feature of this engine is that it is offered in matched pairs, true right and left hand engines with all reciprocating parts matched and balanced, thus giving a perfect right and left twin for twin screw cruiser installation.

Another new engine is the 6-LDM-1742. This also is a "Six," of 6½-inch bore and 8¾-inch stroke. Its piston displacement is 1742 cubic inches and its horse power rating is 200 at 1000 r.p.m. This will permit the installation of 400 hp. in a twin engine set up in boats of the larger sizes.



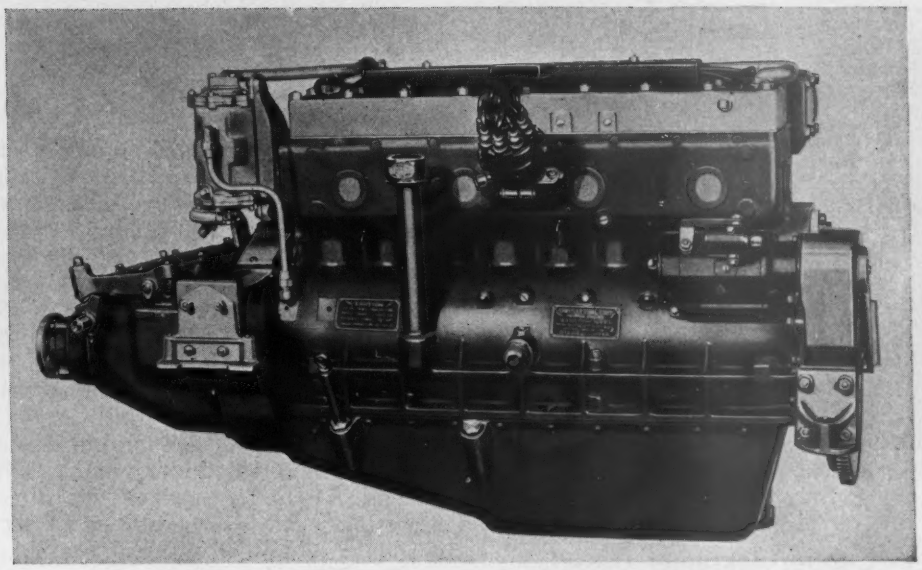
New Buda Lanova "Silver Crown" Diesel engine, Model LDM — 196, a 4-cylinder unit



Another new Buda is the LDM — 1742. It has six cylinders and a horse power rating of 200 at 1000 r.p.m.

Hall-Scott Engines

The exhibit of the Hall-Scott Motor Car Co. is found in Space S on the mezzanine floor of the Palace. The exhibit comprises seven engines. These are: the Diesel, a 4-cycle engine of 5-inch bore and 6-inch stroke which develops 120 hp. for continuous service. It is equipped with a 3:1 reduction gear and is set in a sectional boat showing the engine room section. The engine is equipped with propeller shaft, exhaust pipe and all controls connected to the engine. The installation also features



The Chrysler "Royal Eight" has a cubic inch piston displacement of 323.5 and horse power of 120 maximum

fresh water cooling, standard equipment on all Hall-Scott Diesels.

In addition, there is also a 250 hp. Invader gasoline engine, with all the 1937 improvements. This is the type used largely for fast cruisers, commuters etc. Another Invader, rated last year at 180 hp., is also on display. It has been stepped up to 200 hp. for 1937.

The Explorer and Navigator engines exhibited have special flexible couplings insulated to prevent the transfer of engine noises to the hull through the propeller shaft.

The Fisher, Jr., heavy duty model is equipped with reduction gear. This is a rugged power plant for heavy cruisers or for commercial craft. It can be also furnished with oil-burning equipment.

The 250 hp. Invader with reduction gear and "free wheeling" clutch is also shown. It can be had with reduction gear of either 2:1, 2.5:1 or 3:1 ratio.

New Crown Engine in Chrysler '37 Line

The introduction of a new Crown 6-cylinder engine and increased horse power for the Ace and Royal Eight models are features of the Chrysler marine line for 1937. All four models are offered in both standard and opposite rotation, and in straight drive as well as 2:1, and 2½:1 reduction gear type. The wide range of power enables Chrysler engine installations to be made satisfactorily in boats from 18 to 70 feet in length.

In the new Crown engine, bore stroke and displacement are the same as in the 1936 Crown, but the engine develops greater horse power. This has been accomplished by enlarging and improving intake and exhaust valves and passages. The new cylinder block is slightly longer to permit more water space between the cylinders.

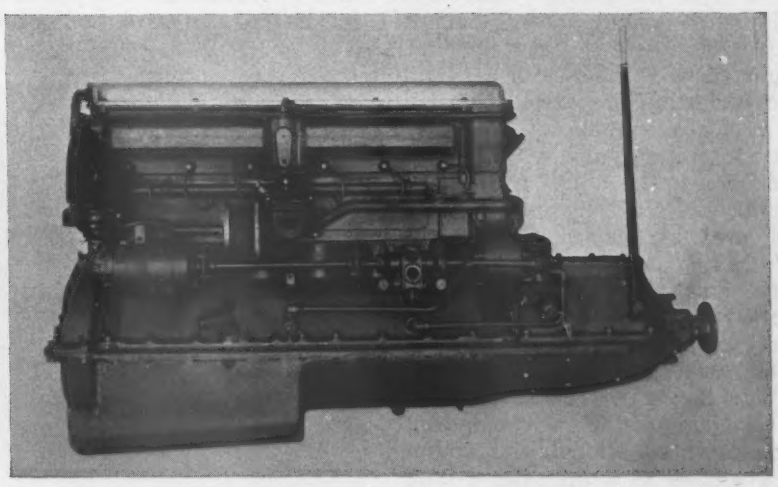
The Ace, popular small engine, is a 6-cylinder 3⅛-inch by 4⅜-inch stroke unit with a piston displacement of 201 cubic inches. It will develop 43 to 75 b.hp. at 1600 to 3200 r.p.m. When fitted with a 2:1 reduction gear, it will develop 43 to 72 hp. at 800 to 1400 r.p.m. on the propeller shaft.

The Crown, larger of the two sixes, 3⅜-inch bore by 4½-inch stroke, has a piston displacement of 241.6 cubic inches. It will develop 54 to 97 b.hp. at 1600 to 3200 r.p.m. It may be had with reduction gears of 2:1 or 2½:1 ratio.

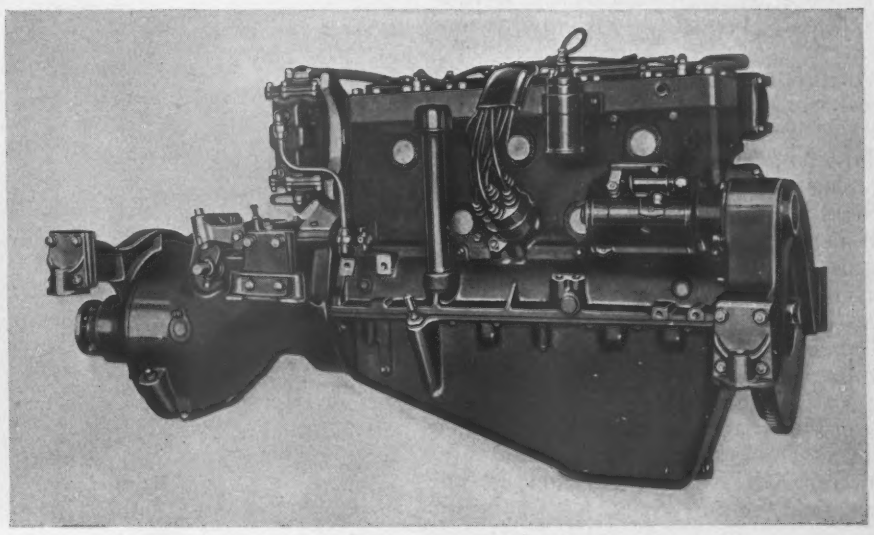
The Royal Eight, smaller of the two eights, has a 3¼-inch bore by 4⅞-inch stroke, and a piston displacement of 323.5 cubic inches. It will develop 70 to 120 b.hp. at 1600 to 3200 r.p.m.

The Majestic, larger of the two eights, develops 152 b.hp. at 3200 r.p.m. Piston displacement is 385 cubic inches on a 3½-inch bore and 5-inch stroke.

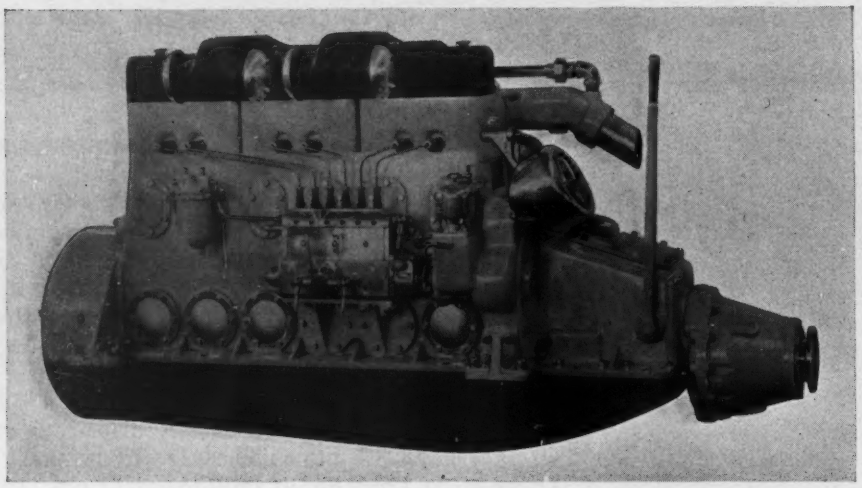
The Chrysler Company is one of the few marine engine manufacturers designing and building a complete unit including reverse gears, reduction gears, water pumps, oil coolers and the like. The company, in fact, controls the manufacture of all parts used in its marine engines except spark plugs and carburetors.



View showing the intake side of the new Hall-Scott "Invader," a unit of 180 hp. which has been boosted to 200 hp.



The Chrysler "Crown" engine which develops 54 to 90 b.hp. when fitted with a 2:1 reduction gear



The Superior Diesel, Model MRA-6, is a 6-cylinder 4½" by 5¾" engine with 2:1 reduction gear

Superior Diesels

An interesting group of the big Superior Diesels is seen in its accustomed place on the main floor of the Grand Central Palace this year. The exhibit consists of a cutaway engine, one of the 100 hp. high speed models, arranged so that yachtsmen may see the workings of this Diesel, its rugged construction and clean appearance, the absence of oil piping and complicated looking gadgets, the method of increasing compression for cold starting and other details of interest.

All models of this series of 2-, 4-, 6- and 8-cylinder engines are identical in design and, to a remarkable extent, parts are interchangeable.

In addition to the "Six," the 4-cylinder 62 hp. and the 8-cylinder 150 hp. engines are on display. While the "four" has a definite place in the auxiliary and the commercial boat fields, the "straight eight" is adapted to powering fast cruisers. It delivers its full 150 hp. at a sustained speed of 1800 r.p.m. The 2-cylinder model is represented by a compact 10 kw. d.c. marine type generator set though this engine is also available as a propulsion unit.

The engines of this series are of 4½ inches bore and 5¾ inches stroke, their power ranging from 28 hp. in the MA-2 to 150 hp. in the MA-8. The engines in this series, distinguished by the letters MRA, are furnished with reduction gear.

As a representative of the long line of heavier engines of moderate speed built by this company, Superior shows a 6-cylinder model with 7 inches bore and 9 inches stroke which develops 135 hp. at 700 r.p.m. For the larger yachts, commercial boats, tugs and dredges, engines of this series are available in four different cylinder sizes and with from 3 to 8 cylinders. Powers range up to 900.

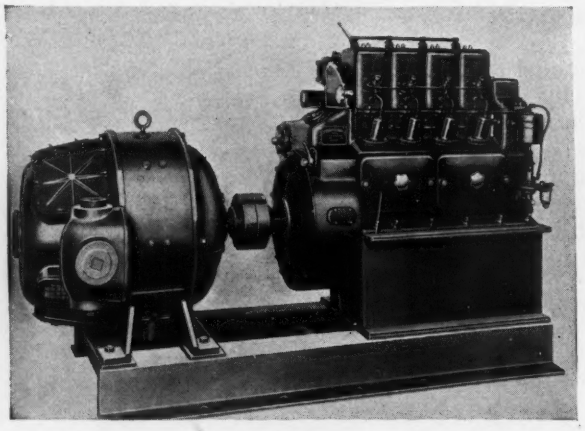
Superior Diesels are manufactured by the National Supply Company of Delaware. The Otto Engine Division is located at Holmesburg, Philadelphia and the Superior Engine Division is at Springfield, Ohio.

Cooper-Bessemer Diesels

Two engines are on display at the booth of the Cooper-Bessemer Corporation. One of these is a direct connected Diesel-electric set, Type GN. This particular engine is a duplicate of the five units recently put into locomotive switching service by the New York, New Haven & Hartford Railroad. For marine use it is built in 3-, 4-, 6- and 8-cylinder models, the two latter being direct reversing. The bore is 10½ inches and the stroke 13½ inches and the rating ranges from 35 hp. per cylinder at 300 r.p.m. to 75 hp. per cylinder at 600 revolutions. The engine shown is rated 660 hp. at 750 r.p.m.

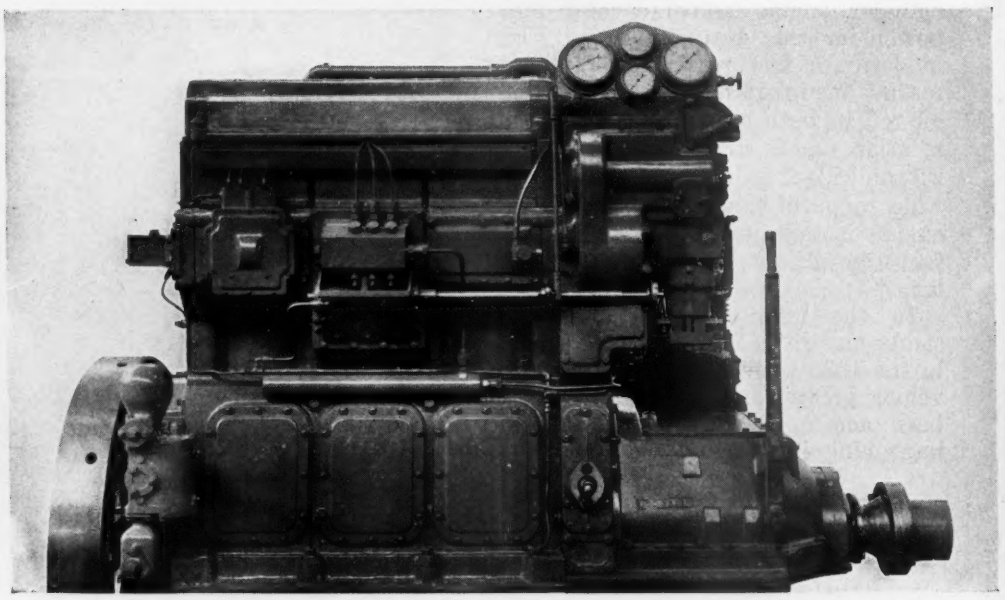
The other engine on display is a type EN-4 marine Diesel, which is particularly suitable for fishing craft and other commercial boats of similar characteristics. It is rated 110 hp. at 500 r.p.m. and is a 4-cylinder engine of 8-inch bore and 10½-inch stroke. This engine is built for marine service in 3-, 6-, and 8-cylinder models. The 6- and 8-cylinder engines are direct reversing. It is also available as a "Six" or an "Eight" for railroad switching service. The rating of this engine varies from 25 hp. per cylinder at 450 r.p.m. to 40 hp. per cylinder at 700 revolutions.

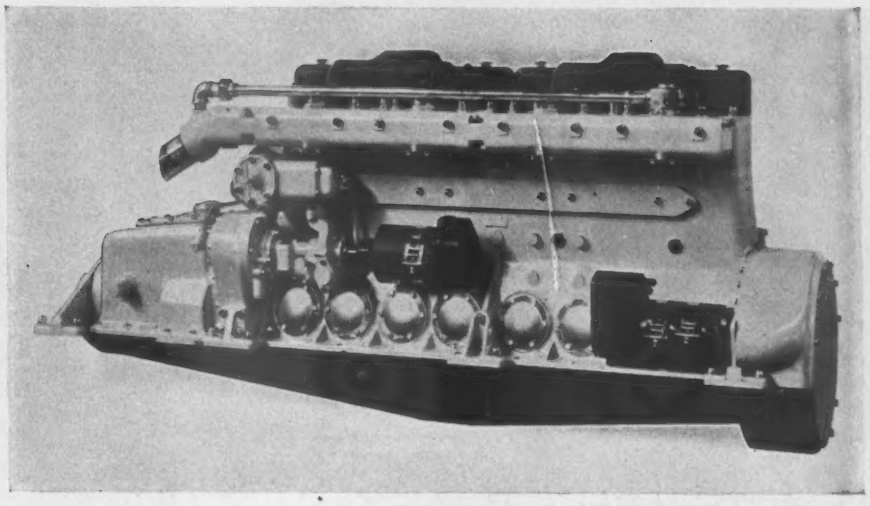
Several features of these N-line engines are standard. They are built with Diesel sturdiness in every part; through bolt construction carries all heavy stresses; the cylinder liners are suspended from the cylinder heads; crankshaft, connecting rods and bearings are of the heavy duty model; the engines have complete pressure lubrication to all wearing parts; the construction of



Left, the Fairbanks-Morse Model 36-A-4¼ Diesel generating set designed for marine service

Below, the Cooper-Bessemer marine Diesel, Type EN, has cylinders of 8" bore and 10½" stroke





The Superior Model MA-8, an 8-cylinder direct drive engine with bore of 4½" and stroke of 5¾"

the wrist pins is patented, making for long life; also the engine has patented atmospheric relief constant pressure injection.

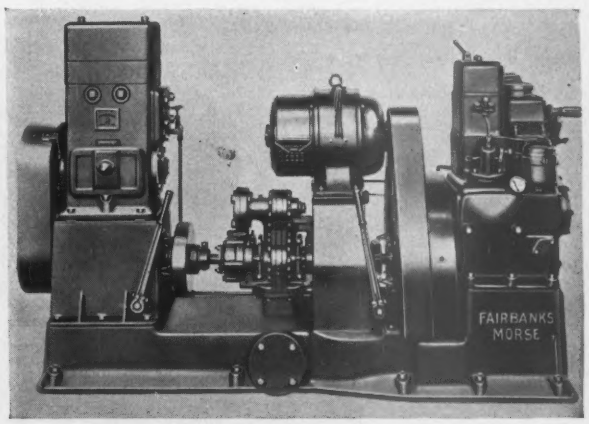
Recent installations of Cooper-Bessemer Diesels have been made in dredges, lighthouse tenders, tugs and commercial fishermen on both Atlantic and Pacific Coasts and in vessels of the United States Coast Guard. In addition, a number of GN-6 and GN-8 engines have been placed in the exacting duty of railway switching service.

Fairbanks-Morse Diesel Engines

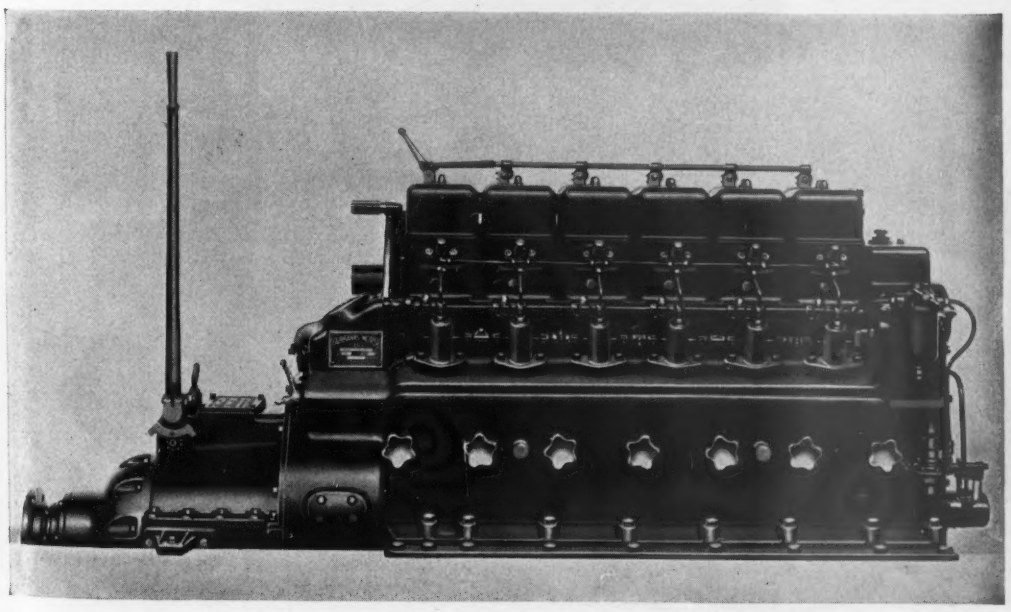
Visitors to Booth H at the Motor Boat Show find on display one of the new series medium speed 4-cycle Diesel engines, a 6-cylinder 8½-inch by 10-inch unit rated at 720 r.p.m. Available for electric generating as well as propulsion service, the new series is offered in two cylinder sizes and in combinations of six and eight cylinders, with power ratings from 180 to 280 horse power. Built-in reduction gears are available to afford a wide range of propeller speeds.

Fairbanks, Morse & Co. exhibit also four other models of their famous line, one a cutaway section of a 4-cylinder, 4¼-inch by 6 inch Diesel generating set with 125-volt d.c. generator. The Model 36-A single cylinder Diesel engine on display is a 4¼-inch by 6-inch auxiliary unit with compressor, pump and generator. This model is made in two cylinder sizes: the 4¼ inches by 6 inches being rated at 10 horse power per cylinder and the 5½ inches by 7½ inches rated at 20 horse power per cylinder, both at 1200 r.p.m. The smaller size is available in 1, 2, 3, 4 and 6 cylinders, and the larger, in 4-, 6-, and 8-cylinder combinations, providing a power range from 10 to 160 horse power.

The remainder of the display is composed of a 6-cylinder 4¼-inch by 6-inch propulsion engine with reduction and reverse gears; and an 8-cylinder 5½-inch by 7½-inch propulsion engine with reverse gear. These engines are conservatively rated as to horse power, mean effective pressure, piston speed and bearing pressures. Fairbanks-Morse Diesels have long been famous for their dependability and flexibility.



Right, a single-cylinder Fairbanks-Morse Diesel auxiliary set with compressor, pump and generator. Below, the 6-cylinder 120 hp. Fairbanks-Morse Diesel, with reverse and reduction gear. Its power is developed at 1200 revolutions per minute

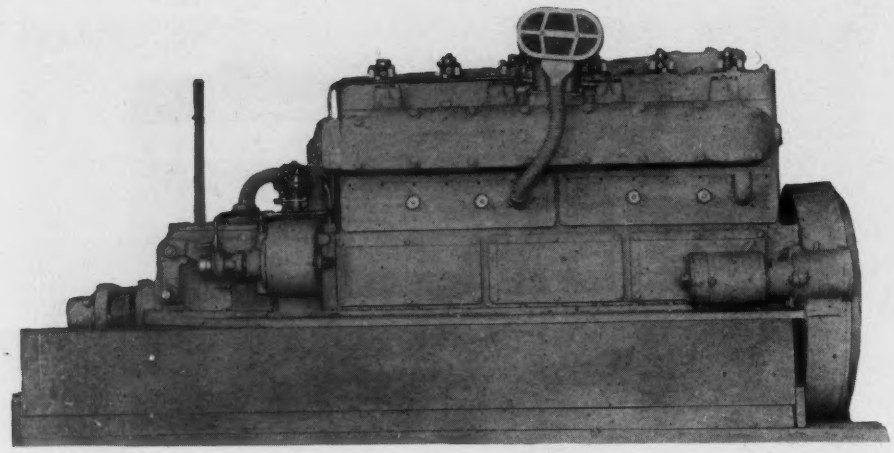


Marine Conversions by Lehman

Builders of marine conversions of Model A, V-8, and Lincoln Zephyr V-12 engines, the Lehman Marine Engineering Co., of Newark, N. J., has an exhibit at the Show which is double the size of any previous exhibits of the company. Important new product of the company is a self-contained fresh water cooling system which employs four of the well known Harrison heat transfer devices, located in a bronze housing. This device is incorporated in a new Lehman conversion of the Lincoln Zephyr V-12 engine.

Introduced also at the Show is a small motor generating set, driven by a 4-cylinder gas engine of 13½ hp. It is available in 1, 1½, 2, 3, or 5 kw. and either 110 or 220 volts d.c. The engine is fully automatic, being equipped with automatic choke and starter. A centrifugal governor gives close, even speed regulation.

A number of changes have been made in the Lehman conversion kits, particularly in the Model A series, and in the V-8 models, clean-out plates have been installed on the water-cooled exhaust manifold, so that rust and scale can easily be cleaned out without removing manifold from engine. Also, a new type crankcase breather is now furnished, being ½ inch lower than the former type. This breather is equipped with a Zenith backfire assembly.



The Lathrop Type 175 Mystic Model, a "Six" built for either right or left hand installation

The Lathrop Marine Engine Exhibit

A wide variety of engines is exhibited by the Lathrop Engine Co., ranging from the LH-4 model, weighing about 400 pounds, to the Type 175 Mystic model of about 2500 pounds weight. A broad choice in powers, weights and speeds is offered.

The Mystic model is built in four sizes, of which only two, the Types 125 and 175, are being shown. The Type 175, like the other Mystic models, is a 6-cylinder four-cycle engine. It is built in either right or left hand rotation for twin screw installation.

Then there is the Engineers' model, built in two sizes. As these are identical in appearance and design, only the 4-cylinder 75 hp. engine is displayed.

The 40 hp. Standard model which is shown represents a line of engines the smallest of which is rated at 16 hp. and the largest at 100 hp. While these Standard models show no radical changes from year to year, the 40 hp. Standard exhibited employs an improved system of water jacketing and water circulation.

A change in jacket design prevents direct contact of the incoming cooling water and the cylinder wall. It also provides for convenient cleaning of the cylinder water jacket. This new system is already available on some of the Standard models and will, it is said, probably be adopted on the other sizes.

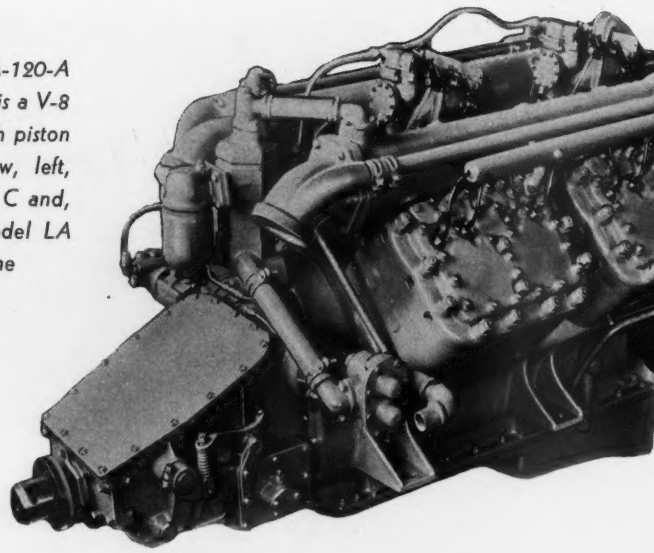
Three LH models are on display. These are conversions with special Lathrop improvements and developments. All LH models are built with or without reduction gears. The models exhibited are the LH-4, developing 16 hp. at 1000 r.p.m. to 38 hp. at 2200; a larger LH-OC4 model rated 28 hp. at 1000 revolutions to 49 hp. at 1900 r.p.m.; and a 6-cylinder LH-6 model developing from 27 hp. at 1000 r.p.m. to 62 hp. at 2200 revolutions.

Chris-Craft Marine Engines

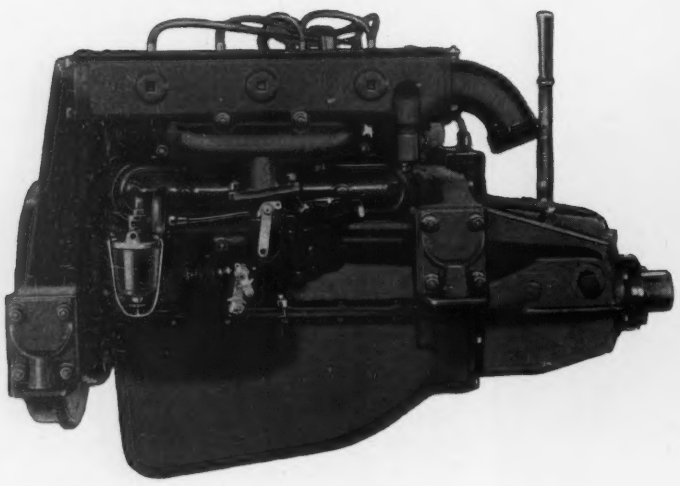
For 1937, the Chris-Craft Corporation, one of the few companies to fabricate its own boats and engines, offers a line of nine models, ranging in horse power from 45 to the powerful racing V-8 which develops 375 hp. at 2800 r.p.m.

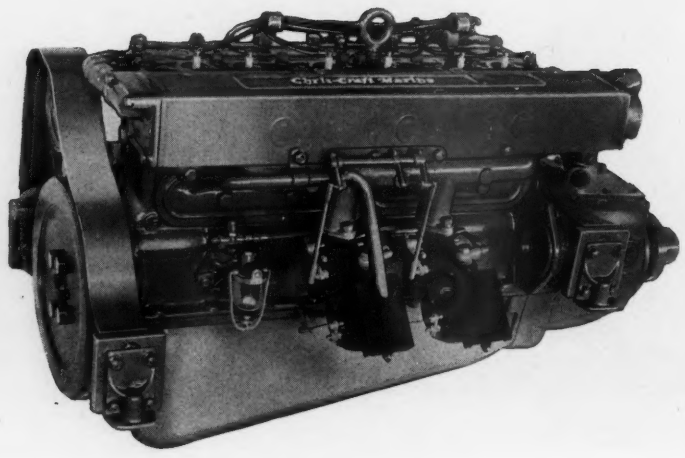
Especial emphasis has been placed on the seagoing characteristics of all these motors. All fours and sixes have updraft marine carburetors of the safety non-drip type, with flame arresters and crankcase ventilators which remove dangerous fumes from the bilge. The carburetor is designed to maintain proper float levels regardless of installation and operating angles. Fuel level is maintained through the use of mechanical-type diaphragm fuel pumps, self-priming, self-regulating and equipped with gasoline strainers.

Price leaders of the line are two four cylinder engines rated at 45 (Model C), and 55 horse power (Model B). The smaller engine is said to be especially suitable for trolling or other purposes where a low idling speed is desirable, due to special carburetors, restricted manifolding and low compression heads



Right, the Model A-120-A Chris-Craft engine is a V-8 of 845.4 cubic inch piston displacement. Below, left, the 45 hp. Model C and, right, the new Model LA 125 hp. engine





Palmer engines of all types, both medium speed and heavy duty, as seen at last year's Show

which effect gasoline economies. Piston displacement is 132.7 cubic inches on a bore and stroke of 3¼ inches by 4 inches. Full power is developed at 3000 r.p.m.

Six-cylinder L-head engines with seven-bearing crankshafts are available in the following types:

Model K, 85 hp. with 3⅜ inch bore and 4⅛ inch stroke giving a piston displacement of 221.4 cubic inches.

Model KA, 95 hp. at 3550 r.p.m. This engine features a high compression aluminum head.

Model L, 110 hp. at 3200 r.p.m. It has a 3⅝ inch by 4¼ inch bore and stroke and a piston displacement of 263.2 cubic inches.

Model M, 130 hp. at 3000 r.p.m. with a 4 inch by 4¼ inch bore and stroke. The cubic inch displacement is 340.4.

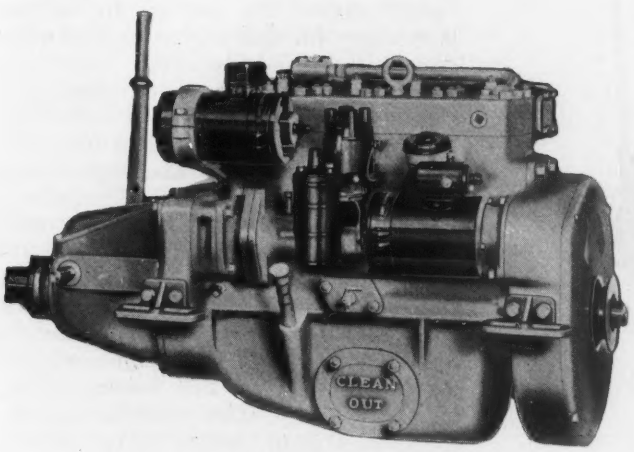
The 110 and 130 horse power engines are particularly adapted to larger cruisers and runabouts, for either twin or single screw installation. The compactness of these motors enables them to be installed in craft with a minimum of overall height.

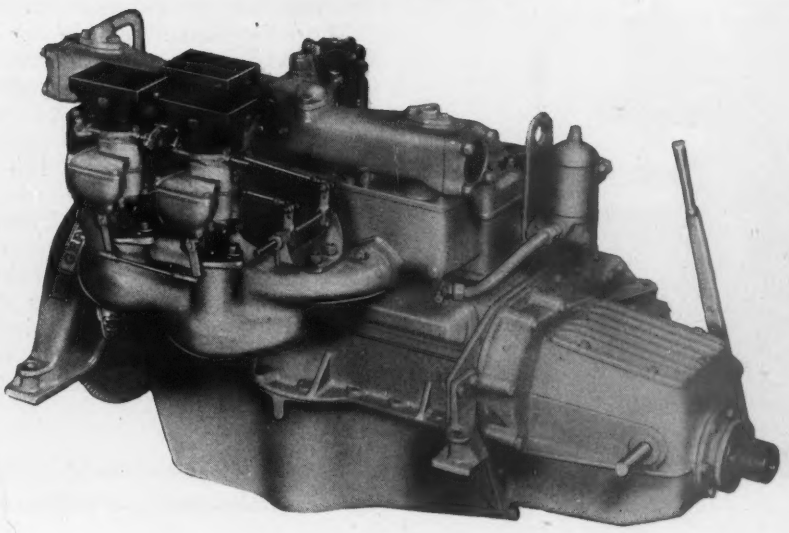
Model LA develops 125 horse power at 3500 r.p.m. through the use of a high compression head.

Model A-120 is a 275 hp. V-8 engine turning 2200 r.p.m.

Model A-120-A is the largest and most powerful of Chris-Craft marine engines. It develops 375 hp. at 2800 r.p.m. Four alloy copper heads have a compression ratio of 7.3 to 1. Bore of 5 1/16 inches and stroke of 5¼ inches give a piston displacement of 845.4.

Both the Model A-120 and the A-120-A have twin ignition systems.





Left, Gray's midget "Four-22," an engine of 91 cubic inches displacement. Below, the Gray "Fireball Six-150," a racing engine which develops 150 hp. at 4000 revolutions on aviation fuel

Gray Stresses "Individual Porting"

In many ways basically the same as the 1936 line motors, Gray Marine Motor Co. announces a line of 26 models for 1937, including numerous medium-to-heavy duty motors, and 6 high speed or Phantom units. Included in the medium duty bracket are: one single-cylinder engine, five fours, ten sixes and two eights, giving a power range of from 5 to 160 hp. Certain models feature reverse rotation.

Newest in the four-cylinder group is Model Four-22, Gray's individually-ported, 91 cubic inches midget. Developing 30 hp. at 2600 r.p.m., it weighs 375 lbs., measures 30 inches over all, including reverse gear.

This tiny power plant, the Four-45, develops a full 45 hp. at 3600 r.p.m. and weighs but 300 lbs., representing a power-to-weight ratio of 6.4 pounds per hp. Designed as adequate power for 14 to 16-ft. runabouts, the motor also offers individual porting and other new features, the piston displacement being 91 cubic inches.

The Gray Phantom Series is basically different in design from the medium and heavy duty groups. Phantom engines are built to an exclusive Gray design which reduces their length 2 to 5 inches, eliminates 100 or more parts, consequently reducing weight materially.

The Gray Fireball Six-150, newcomer to the production line, has 244 cubic inches displacement, weighs 670 lbs., and develops a full 150 hp. at 4000 r.p.m. on aviation fuel. Three downdraft carburetors are standard.

All Gray Sixes, and three of the five Fours are offered for 1937 with a wide choice of ignition and other electrical equipment.

The Gray Super-Six with Speedgear delivers 117 hp. at 2250 propeller r.p.m., on an over all motor length of approximately 50 inches.

Cummins Offers Small Marine Diesels

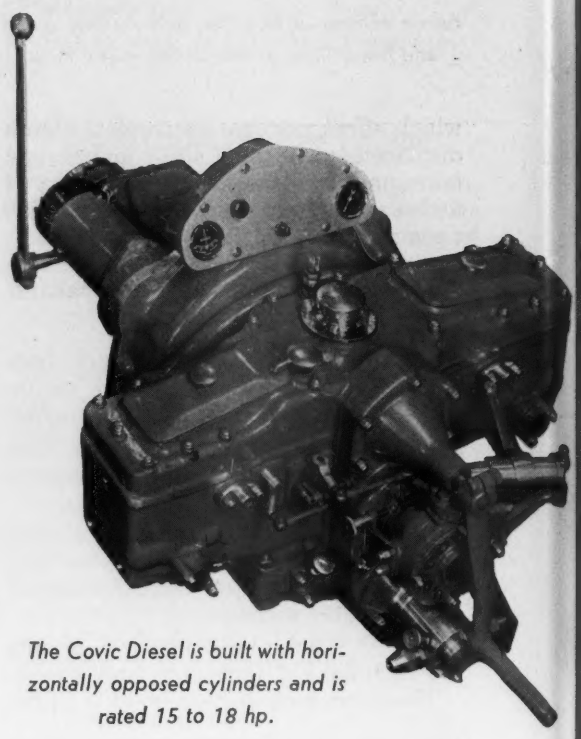
The new AMR Series of small marine Diesel engines, on exhibit for the first time, features the display of Cummins Engine Co., of Columbus, Indiana. A four- and a six-cylinder model are on view, together with their HMR-6 unit which has been in marine use during the past four years. Besides the engines, there is an interesting exhibit of engine parts and a cutaway section of the exclusive injection system which gasifies the fuel prior to injection, eliminating high combustion pressures.

The new Cummins AMR engines represent the culmination of a two year development program, during which time Cummins engineers have focused their attention on the smaller models. The AMR engine is said to be one of the smallest six-cylinder Diesel engines built. It features such desirable items as a 3⅞ inches counterbalanced crankshaft, 12-volt electric starting, and cold-starting characteristics usually associated only with the larger engines. The four-cylinder model is rated at 20 to 40 hp. at 900 to 1800 r.p.m., the displacement being 331.4 cubic inches on a bore of 3¾ inches by 5 inches stroke. The 6-cylinder unit offers 40 to 60 hp. for the same speed range.

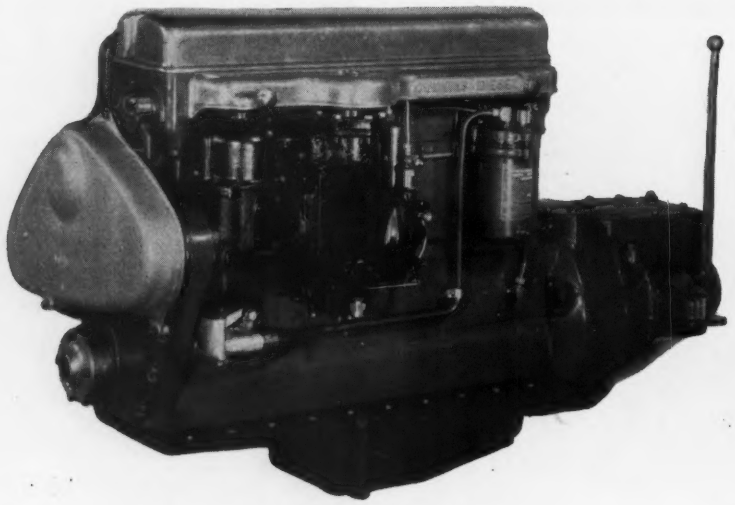
The Cummins low pressure, distributor type, injection system is, of course, the heart of the engine design. The single plunger fuel pump and its distributor which directs the discharge to the firing injector, and an integral governor, are on the port side of the engine. The unit also contains the lubricating oil pump which concentrates the fuel and lubrication system at one point. A train of only three gears, at the forward end of the engine, drives the camshaft and the pump governor assembly which is located just above.

Other features of construction in the AMR series are complete pressure lubrication to all moving parts, a heavy crankshaft with 3⅞-inch main bearings, replaceable steel back bearing shells, replaceable nickel iron cylinder liners, a one-piece cylinder head casting, and elimination of "gadgets" on the outside of the engine.

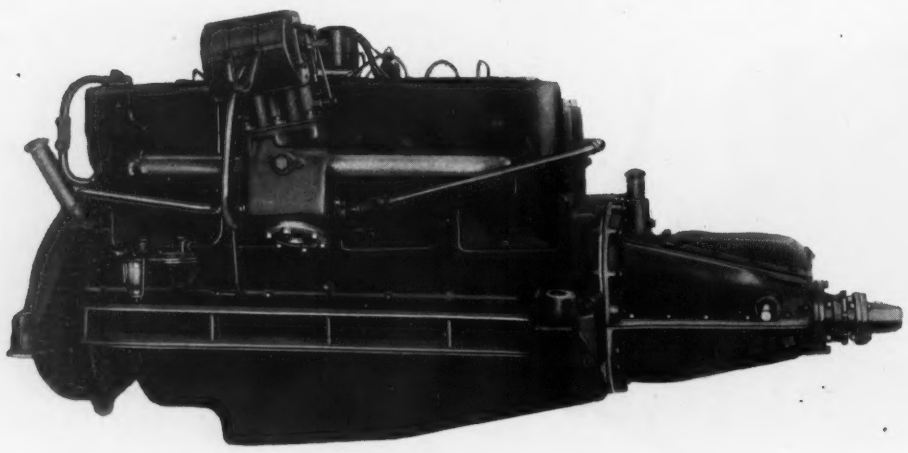
The HMR series power many fine yachts and commercial vessels. With a bore and stroke of 4⅞ inches by 6 inches, the HMR 6-cylinder model is rated at 85 to 125 hp. at 1200 to 1800 r.p.m. This series is substantially larger than the AMR series, and offers a large 4½-inch counterbalanced crankshaft, large inspection doors in the crankcase casting, 24-volt electric starting without the aid of glow plugs, cylinder heads cast in pairs and waterjacketed oil pan.



The Covic Diesel is built with horizontally opposed cylinders and is rated 15 to 18 hp.



The Cummins AMR-6 is one of the smallest 6-cylinder Diesel engines built



Lycoming's Power Champions

With an offering of 6 new models, one of them the sensational "225" Class 1936 champion engine, the Lycoming Manufacturing Co., of Williamsport, Penna., opens the new year optimistic. At least one member of the line has covered itself with glory, and this racing engine has proved to be the laboratory for developing and proving advanced engineering ideas.

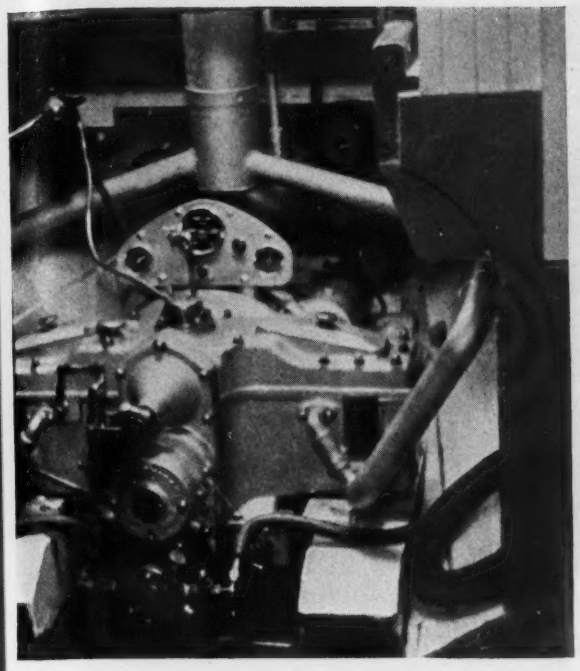
One four-cylinder, two sixes, two eights and a twelve constitute the line. All may be had in either direct drive or with reduction gear. The sensational champion motor, Model 6-175, drove a "225" Class hydroplane to a new world's mark of 69.215 mph.

The four-cylinder models have been stepped up in displacement from 119 cubic inches to 134, thus delivering 58 hp. at 3400 r.p.m. The 6-85 model, a 6-cylinder unit of 210 cubic inches, develops 85 hp. The other six is the model 6-175 of racing fame, which features three synchronized carburetors.

Two 8-cylinder engines are offered, the Model 8-125 and Model 8-165. The former develops 125 hp. at 3400 r.p.m. on a piston displacement of 291 cubic inches. The latter has 420 cubic inches displacement and offers 165 hp. at 3400 r.p.m.

A 325 hp. twelve by Lycoming is Model 12-325, a de luxe power plant for the finest and fleetest of boats. Bore 4¾ inches, stroke 4¾ inches, displacement, 1010 cubic inches. Perhaps more than any other engine in the line, this model represents a custom product.

The Lycoming Model 8-165 develops 165 hp. at 3400 r.p.m.



The compact 15–18 hp. Covic Diesel installed in the auxiliary "Sea Wolf"

At the Palmer Booth

At the Palmer Engine booth, a versatile display of marine gasoline engines, marine oil engines and Palmer marine conversions may be seen. Motors upon motors, some capable of moving a houseboat, others only a yacht tender.

The year 1937 marks the most complete display of engines ever undertaken by this well known company. The "all Palmer built" engines are medium speed and heavy duty models. The Palmer conversions are capable of operating satisfactorily at the high speeds for which they were designed. The Palmer oil engines offer the same size and weight per horse power as the same engine operating on gasoline.

The Palmer reputation for building dependable gasoline engines has grown up over a period of years, and into their oil burning engines have gone the same care and painstaking attention to detail. Palmer oil engines are, in fact, the regular line gasoline engines equipped with stratified carburetion, said to provide greater mileage per gallon than the same engine operating on gasoline. Being an adaptation of the gasoline engine, they embody the same size and weight specifications, develop the same horse power.

Making its premier appearance at the Motor Boat Show is the Special Palmer engine of 80 horse power. Known as the GW-4, this model will appeal to yachtsmen for a variety of uses.

The well-known Palmer marine conversions are on exhibit and, in this connection, not many people realize that Palmer retains little more than the block and valve mechanism of the original motor. Cooling systems, intake and exhaust manifolds and full length cast iron bases are added. Every Palmer conversion has the Palmer multiple disc clutch, unique in that it gives high efficiency in both forward and reverse positions and will remain in either position without being held there.

Caterpillar Diesels Forge Into Marine Field

Making its debut in the marine market, Caterpillar Tractor Co., of Peoria, Ill., offers two Diesel marine engines.

The models on display are the D17000, a V-type, 8-cylinder, 160 hp. Diesel which is equipped for marine service with a suitable reduction and reverse gear; and a D4400, 4-cylinder, 44 hp. Diesel similarly equipped. The larger unit develops 160 maximum b.hp., at a governed speed of 850 r.p.m. The smaller runs at 1400 r.p.m.

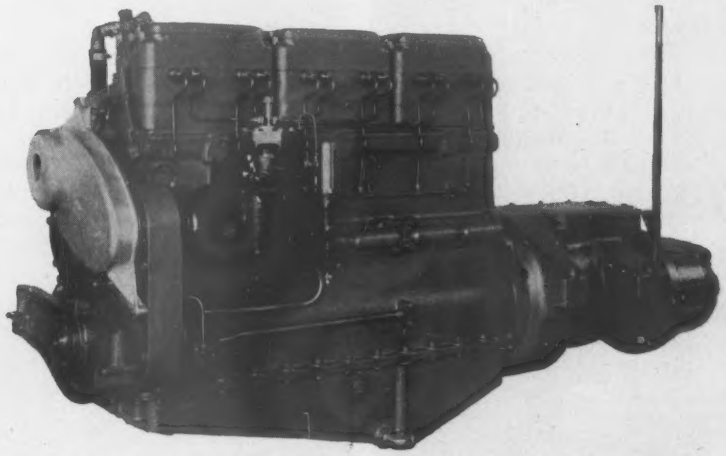
Although in Diesel production for but five years, the Company is widely known for its many satisfactory power units, both Diesel and gasoline.

Covic Diesels

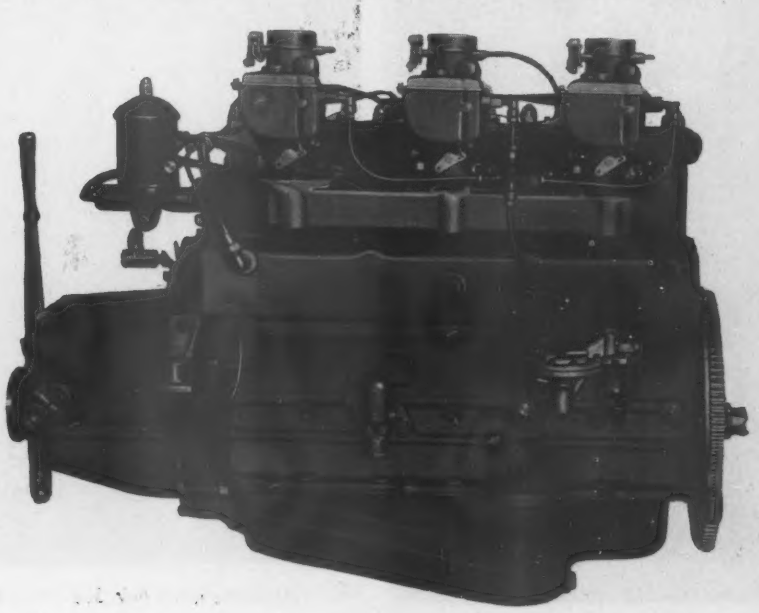
This small, compact Diesel engine was exhibited for the first time in this country at last year's Show. It was then stated that the engine would be manufactured in the United States, and the announcement of the plans of the Covic Diesel Engine Corporation is made at the 1937 Show. The corporation is the American licensee of Victor Oil Engines, of Coventry, England, and has the sole manufacturing rights of the Victor Cub engine for the United States and British Columbia. In England, this engine has been in production for a number of years.

The Covic Diesel is a horizontally opposed cylinder, four-cycle engine which measures but 17¾ inches from the top of the engine to the bottom of the crankcase. Bore and stroke are 3 9/64 inches by 3 15/16 inches and in the 2-cylinder model the horse power rating is 15 to 18. It has roller bearings for the crankpins, replaceable cylinder liners and a patented air cell which eliminates combustion knock.

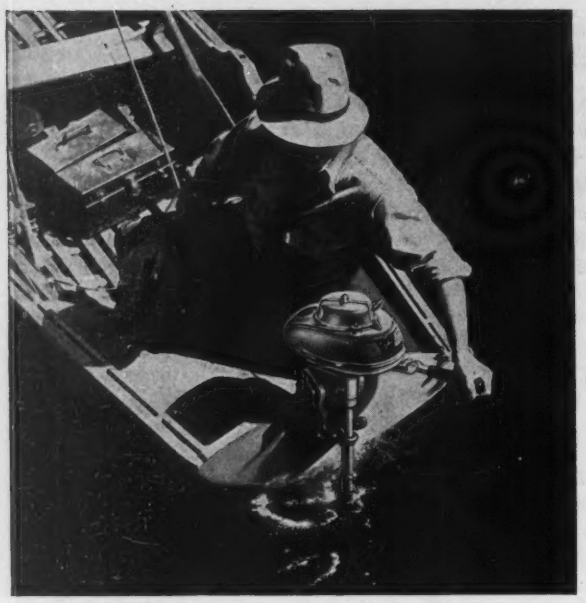
The engine is shown in direct drive and reduction gear models, an 8 kw. generating set, a hand started power unit and a cutaway section. It is well suited for auxiliary installation.



The Cummins 6-cylinder Diesel engines are powerful and smooth running



The Lycoming Model 6-175 is a racing engine especially adapted to powering a hydroplane



The Johnson Sea Horse has pivot reverse which makes it a handy power plant for the fisherman

Johnson's "Ready Pull" is completely enclosed and always ready. It is built in, not merely added

All-Star Sea Horses Parade for 1937

Ushering in 1937 with a bang, reminiscent of the early motors starting off, the Johnson Motor Co. has spared no effort toward the perfection of its nine new models. This year, it is alternate firing for smoothness, streamlined power head for beauty, the "ready pull" for an easy start, with a host of other features.

Smallest in size and power, lightest in weight, and lowest in price is this diminutive "single," continued from last season with detailed improvements. It weighs less than 25 pounds and develops 1.7 certified horse power. Also available is Model KR-80, a Class A racing motor of 13.96 cubic inch displacement.

Back in 1920, the Johnson Company startled the industry by producing a featherweight twin outboard motor having a bore of 2 inches and stroke of 1½ inches. It contained such innovations as flywheel magneto ignition and float feed auto type carburetion. The 1937 counterpart, Model 210, retains these original features. Added to them are more power, underwater exhaust, solid cast aluminum muffler and a new low price. It is rated at 3.3 certified horse power when turned at 3000 r.p.m.

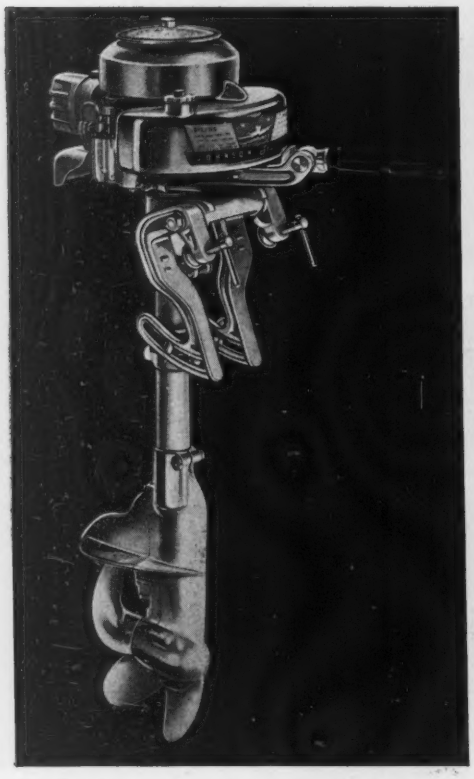
Four models new to the Johnson line include two singles, and two twins which feature alternate firing.

The de luxe single (Model DS), has a streamlined power head into which is built a device known as "ready pull". It consists of a bronze starting cable which rewinds automatically and engages with the flywheel of the motor when at rest. A solid metal handle is all that is visible.

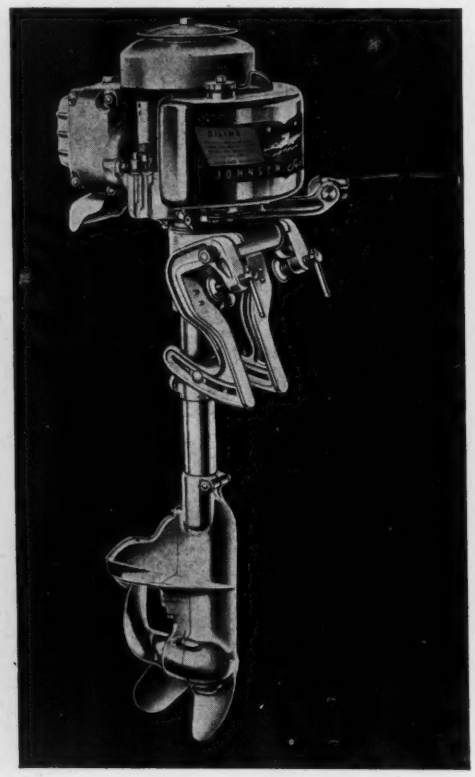
Those requiring a somewhat larger twin motor which incorporates the above features on a weight of 40 pounds will be attracted to Model LT. This little husky has a power output of 4.2 certified horse power.

Continuing on up through the larger Johnsons, we find Model AA-37, which is a 4½ horse power "kicker" offering all modern conveniences and 9.3 hp.

What might be termed the work horse of the 1937 Johnson Sea-Horses is Model PO-37, the big motor which is carried over from last year without major change.



Sea Horse Model LS, a new light single



Alternate firing twin Sea Horse LT

Johnson's new De Luxe Twin

Hooded Power Evinrudes

With a feature exhibit of eight 1937 Evinrude motors, representing a line of fourteen new models, Outboard Motors Corp., of Milwaukee, Wis., swings into the new year with "throttle wide." Motors from tiny Scout to giant Speedifour, All-Electric motors, electric-starting outboards — all are included in the new series. All are equipped with Hooded Power, now styled into flowing contours which shield the motor from spray and the operator from contact with wires and motor parts.

The Scout motor, weighing 16 lbs., is a shipshape little unit. Developing enough power (.9 b.hp.) to send the average boat up to six m.p.h., it is a motor well suited to fishermen, campers and to children. The carburetor is the same as that used on more costly Sportsman models.

Now in its third year, the popular Sportsman model is increased in power to 1.6 certified b.hp. at 3500 r.p.m. A new carburetor provides easy starting, slow trolling speeds plus economy. The weight remains at only 24½ lbs.

The Evinrude Sportwin offers 2.5 hp. at 3500 r.p.m., and now with a 50 per cent larger gas tank, more than 1½ hours of continuous operation are possible on a single filling.

The Lightwin is one of the most popular Evinrudes, especially with yachtsmen, due to the two optional longer units providing greater propeller depth for use on sail boats. This motor provides practically everything Evinrude offers in twin cylinder features. It incorporates Streamflow Hooded Power, spiral bevel gear drive, and its power rating is 4.7 b.hp. at 3750 r.p.m.

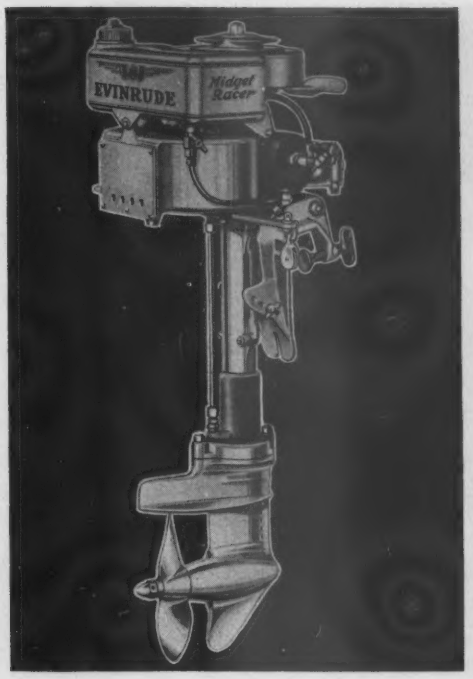
Evinrude four-cylinder motors are built in the following three models:

Lightfour, 59 lbs., 9.2. b.hp. at 4000 r.p.m.

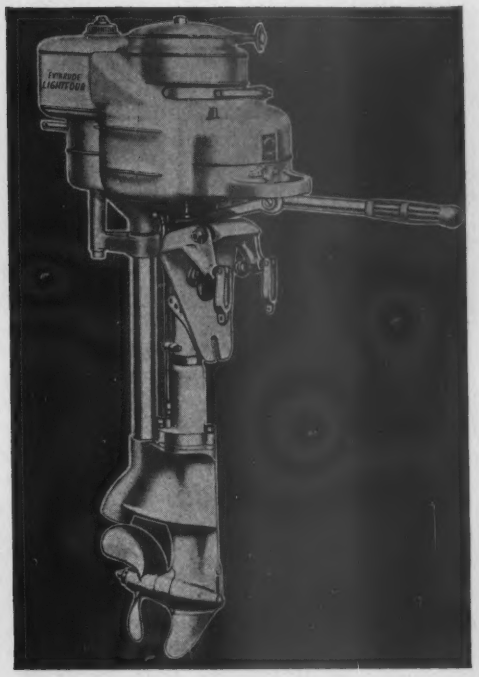
Sportfour, 90 lbs., 16.2 b.hp. at 4000 r.p.m.

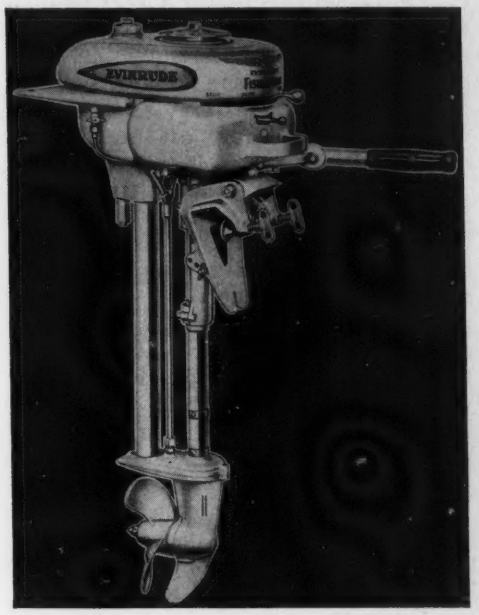
Speedifour, 135 lbs., 33.4 b.hp. at 4000 r.p.m.

For slow speed boating on small lakes and lagoons, Evinrude builds an All-Electric outboard. Three racing models conclude the '37 line.



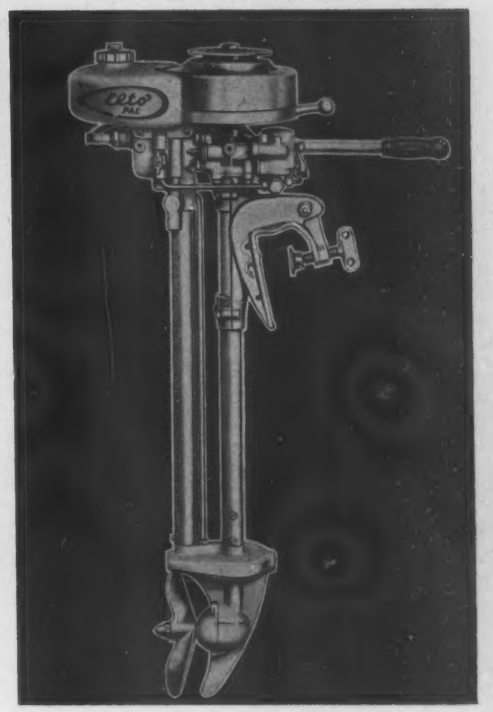
Evinrude's Midget Racer and, below, the Lightfour, the latter develops 9.2 N.O.A. certified hp. at 4000 r.p.m.





The Evinrude Fisherman has hooded power and streamlined bronze lower unit. Below, the new Scout weighs but 16 pounds

The Evinrude All Electric is silent in operation. Below, the 1937 Elto Pal, which develops .9 hp. and will drive a small boat at a 6-mile pace



Going alongside in a yacht tender driven by a Bendix outboard

Elto Spotlights 15-lb. "Pal"

It weighs 15 pounds, it speeds up to 6 m.p.h., its cost is modest and its name, Elto Pal. Built by Evinrude engineers, who developed this singular midget over a period of two years, it is the motor Ole Evinrude must have envisioned when he developed his first "one-lunger". The Pal is built with the same care and quality materials used in the larger, more costly Elto models. Its rating is .9 certified b.hp. at 3500 r.p.m.

To Elto users who have inquired increasingly why Elto doesn't build a four, their reply is contained in the new Handifour, which delivers 9.2 b.hp. at 4000 r.p.m. This motor carries rotary valve construction and a float feed carburetor with silencer. A non-clogging two stage centrifugal pump cools this four-cylinder motor at all speeds. A rubber-mounted co-pilot, streamlined aluminum gear housing and an automatic exhaust cutout are features.

The Elto Ace is continued. Weighing but 22½ pounds, it drives average boats up to 7 m.p.h. Its power rating is 1.4 N.O.A. certified b.hp. at 3000 r.p.m.

Rounding out the Elto line are the three twin models. There is the diminutive Handitwin, a light, smooth-running "pusher" with a 2.5 hp. punch behind it when turning over 3500 r.p.m. The Service Twin will accelerate from trolling speed to 9 m.p.h. on a certified hp. of 4.3. The identical Service Twin power head is fitted with a weedless drive of bronze construction.

The Speeditwin now develops a full 22.5 certified hp., enough to push the heavy family boat up to 30 m.p.h.

Eclipse Single By Bendix

Several interesting innovations are brought to the outboard motor field by the appearance of the new Eclipse Single for 1937, on display at the Motor Boat Show. Novel feature of the Bendix outboard is its Scintilla magneto, which produces an intensely hot spark. This magneto, it is said, will fire through the most heavily carbonized plugs so fiercely that "one pull" starts are assured even in the most frigid weather, a boon to The Sportsman.

All controls have been moved to the outside of the new motor, including the filler neck and cap, but the contours still present the streamline sweep which characterized this motor a year ago. In addition, there is full 180° steering, automatic helmsman, removable skeg, steel thrust bearings in the gear housing and Stromberg carburetor. The new motor delivers 2.25 hp. and weighs just under 28 lbs.

Another feature, relative to the new Scintilla magneto with which these motors are equipped, is its long life, brought about by the strength of the magnet. Thus the need for customary remagnetizing is eliminated. The motor continues to feature air cooling, vibrationless rubber mounting, chrome molybdenum crankshaft and horizontal tilting. Also a more positive water seal has been provided on the propeller shaft.

The Bendix exhibit at the Show offers a variety of devices to make sail boats, motor boats and craft of all kinds start better, run better and operate with greater safety and convenience.

The 6 hp. Neptune Improved Twin

Neptune Outboard Motors Feature Alternate Firing

Considerable interest centers on the new alternate firing Neptune Outboard motors, product of the Muncie Gear Works, Inc., of Muncie, Indiana. Every motor in the Neptune line has been substantially improved, both in looks, construction and performance, for 1937, in anticipation of a considerably increased demand.

Alternate firing, a development which the manufacturers claim to have brought to a new degree of perfection, provides two power impulses for each revolution of the crankshaft. The result is a smoother flow of power, easier starting and a quieter running motor.

All Neptunes are equipped with positive centrifugal pump and siphon cooling systems which insure perfect cooling even at lowest trolling speeds. Other distinctive features include nickel alloy phosphor bronze connecting rods, Amplex Oilite self-lubricating bearings, three-ring pistons, automotive float feed carburetors and underwater exhaust.

The Bendix Eclipse outboard motor

Accessories – For Equipment and Upkeep

Valspar Tests and Proves Product at Show

The best way to prove an unusual marine paint is to put such paint through every conceivable sort of test that a paint would ever be called upon to withstand in actual service, according to F. P. Conolly, vice-president of the Valentine Company, and test it they do. When Valspar marine spar varnish was first introduced a number of years ago, one of the most dramatic sales arguments used by the company was the famous "boiling water test."

Today the "test and proof" policy of the company is continued in an unusual way. To test Valspar paints and varnishes in practically all kinds of waters where any Valsparred boats might be used, Valentine's has imported waters from all over the world, including the Seven Seas, China's Yellow River, India's sacred Ganges, the Lakes of Killarney, even historic Manila Bay. A sufficient quantity of water was obtained from each of these, and many more, so that exhaustive chemical tests could be made in the Valspar laboratories. The water is said to have arrived in this country in various unique containers, ranging all the way from earthenware jugs to wooden casks. Photos and documentary evidence to prove authenticity are on exhibit at the Motor Boat Show, in one of Valspar's most interesting exhibits.

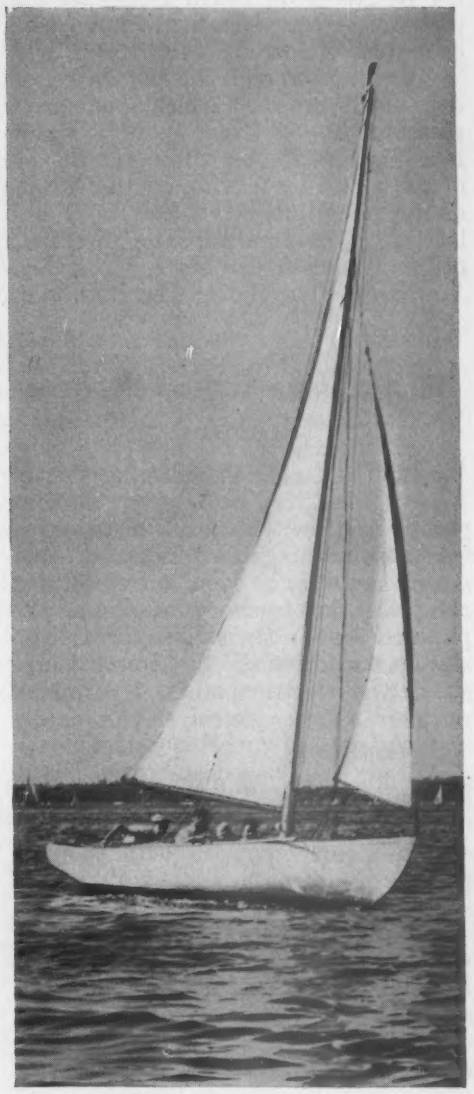
In addition to this method of proving Valspar products, the company maintains a "test fleet" of five Valsparred craft, plying the waters of Long Island Sound, the Great Lakes and in Florida. Detailed records are kept of the paint performance on each test boat. As a result, many helpful hints on how to apply and maintain marine finishes are available to visitors at the Valspar Booth.

Gulf Features New Marine White Gasoline

The Gulf Oil Corporation, in Spaces 63, 64, 67 and 68 on the third floor, is featuring a new gasoline especially refined to meet the needs of marine engines. This gasoline, together with a full line of marine lubricants, is displayed in the replica of a typical Gulf waterfront service station, including dock, gangway and float.

Visitors are being invited to make their own tests of the new gasoline and are being shown a display of the copper strip corrosion test.

Charts showing the many new service points along the Atlantic Seaboard are also on display.



Here is the No. 1 unit of the test fleet maintained by Valentine & Co., makers of Valspar

Binoculars and Telescopes for Yachting Needs

A glass made by the Bausch and Lomb Optical Works is a good glass. And a good glass is what a yachtsman wants when he goes "outside." At the Show in Booth 99, the third floor, is the Bausch & Lomb exhibit of binoculars and telescopes. The entire line was redesigned some two years ago, giving a modern exterior styling to the units, as well as new structural features. As a whole, the line has met with merited success the world over and is noted for its selectivity, dependability and intrinsic optical qualities of high merit.

A glass admirably suited to yachting requirements is the 7 x 35 mm. binocular. The magnification is ample for general needs, yet not so high as to be obnoxious in hot weather when the heat mirage is running heavily and is necessarily magnified according to the power of the glass.

The 7 x 50 mm. binocular is the ideal glass for navigation. The U. S. Navy has used these for many years. It is light in weight, dustproof and watertight. Few binoculars offer these advantages when it comes right down to hard, day-by-day, nautical service.

There is also an 8 x 56 mm. binocular which is made to the special order of the U. S. Army. This glass has great light-gathering power and gives a somewhat better performance than that of the 7 x 50 mm. model. In addition to these, there is on display an assortment of telescopes, readers and magnifiers — an exhibit which merits the attention and interest of all visitors to the Show.

Ovington's Display

Everything in china and crystal for yacht use is shown in Ovington's booth, one of the high spots of the whole Show. Here are complete dinner sets, handsomely decorated; glassware of the latest patterns, silverware, lampshades and so on.

This exhibit is always an attractive display. It is, as usual, on the third floor of the Grand Central Palace.

Three Striking Demonstrations by Federal-Mogul

The characteristics and superiority of Federal-Mogul Equi-Poise propellers over the standard wheels manufactured by the Federal-Mogul Corporation, of Detroit, is strikingly demonstrated in a new stroboscope demonstration at the Show which permits close, detailed observation of the propeller's behavior under various speeds and conditions of use. This "mechanical eye," which synchronizes with the speed of the unit being studied, makes it appear to stand still though it is actually in motion.

Another action display of the Oil Control Demonstrator shows the danger of loosely fitting engine bearings. This display reveals, through sealed glass windows, just what happens inside an engine when bearings are improperly fitted or serviced, or excessively worn. Excessive oil consumption, generally known as "oil pumping," is easily and clearly seen in this demonstration.

A third display features the Thermo-Flow Power Head and explains its principle of greater heat conductivity through the use of special copper alloy. Offering substantially increased power combined with fuel economy, it has been used widely by prominent converters of Ford V-8 engines such as Kermath and Scripps.

Exide Batteries

The Electric Storage Battery Company, of Philadelphia, is again at the Motor Boat Show in Booth 126. At this exhibit, much interest centers in the display of the Exide floating battery system shown in actual operation. This display comprises a motor-generator set, an Exide marine battery, a switchboard, lights and so on.

In the floating battery system, the battery is an integral part of the power circuit and acts, while the generator is running, as a reservoir of electrical energy to absorb sudden loads on the line and thus prevent flickering of lights and lowering of illumination. The battery supplies all current requirements in excess of the output of the generator. When the generator is shut down or fails, for any reason, the battery supplies current. The battery, in turn, is kept charged by absorbing the excess current available from the generator while running under normal load.

The exhibit also includes the line of Exide marine batteries in 6- and 12-volt sizes as well as the larger 32- and 115-volt batteries. The Exide-Ironclad heavy duty marine battery, especially suitable for service on yachts and commercial craft, is also shown.

Uscan Brass and Metal Polish

Anyone who shines his own brass or causes said brass to be shined had better stop at Booth 139 where the Uscan Manufacturing Company has a spread of their latest Uscan Metal Polishes. Uscan is said to possess a variety of plus-qualities over the average cleaner, the foremost being that it is a cleaner and polish combined. Containing no acid or alkali, it will not injure the finest metal surface, nor will it crack the hands of the user. It is non-inflamable and complies with the Bureau of Marine Inspection & Navigation Rules (LC) for use as stores on board passenger and pleasure vessels. Uscan will not freeze, evaporate or corrode.

Other features of the polish are: It does not injure the varnish about metal plates; it removes rust spots, is water-resisting and its use preserves the life of the metal by leaving on the surface an imperceptible, velvet-like sheen; and last, it is economical. The directions printed on each can state, "The Less You Use — The Better The Results."

Ship-to-Shore Radio Telephone Features

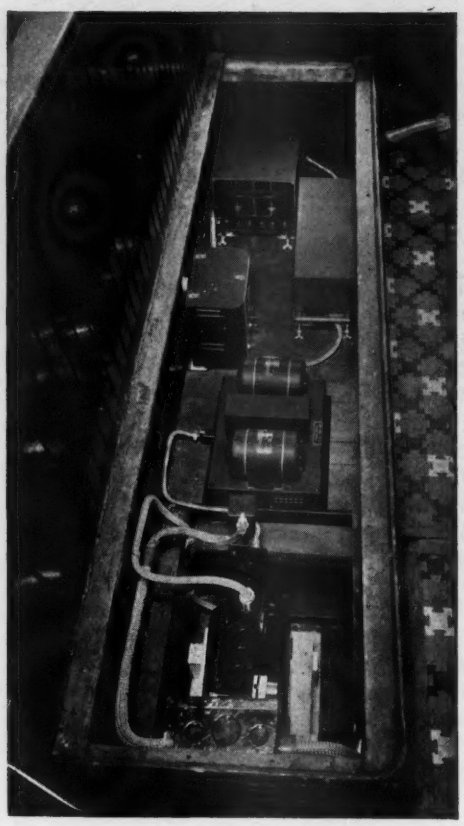
The Smith-Meeker Engineering Co., of New York City, makers of Thomas pumps and switchboards, distributors for Edison storage batteries and other marine equipment, has on display a complete ship-to-shore telephone apparatus. Also in the exhibit are Edison storage batteries, U. S. Motors Corp. gas-driven electric plants, Hydroil oil purifiers, marine electrolysis eliminators and a variety of yacht equipment.

Already established on Staten Island by the New York Telephone Company is a shore-radio station. This station enables boats equipped with this apparatus to communicate with points ashore in the Bell System.

Aboard a cruising vessel equipped for this nautical telephone service, it is necessary only to lift the familiar handset off the hook when making a call and ask for the operator. The boat's transmitter, made in either 5-watt or 50-watt power, is automatically energized and transmits the voice to the shore station, whereupon the operator ashore is heard inquiring, "Number, please?" The connection is then made through the land lines. A call originating ashore for a boat thus equipped is routed by the local telephone operator *via* the shore radio station and a special selective device actually rings a telephone bell on that vessel to attract the attention of those on board. Boats subscribing to this service may also call each other through the medium of the shore radio telephone station, a boon in case of emergency or actual distress.

The range of the 50-watt equipment for boats is approximately ten times that of the 5-watt, the ranges varying according to intervening obstacles and atmospheric conditions. The power requirements are designed so as to be within the limitations of the supply available on small craft today.

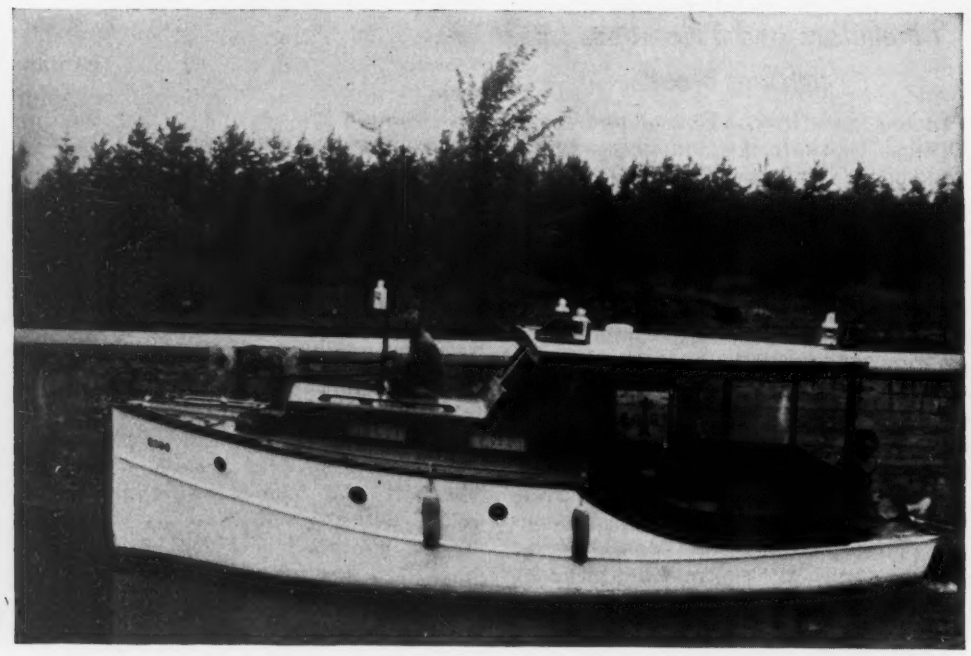
The 5-watt marine radio telephone equipment for ship to shore communication



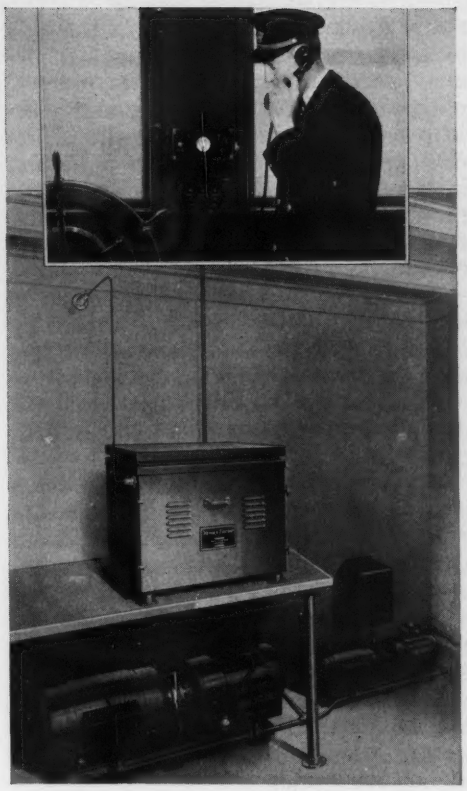
Reed & Schaer, Inc.

In Booth 137, on the third floor, is a display of NicrOmetal marine fittings. As these neither rust, tarnish nor corrode, have high acid-resistant qualities and high tensile strength, they will save the yacht owner money in replacements and repairs. The material is a solid white metal which takes and retains a high, silver-like finish.

Fittings made of this metal are to be seen on the boat exhibited by the Consolidated Shipbuilding Corporation and on the sea skiff displayed by Hubert Johnson Boat & Engine Works.



Here is another of the Valspar test fleet, this one a cabin cruiser



Kolster Radio Direction Finders

On display at the Motor Boat Show is a complete line of direction finders and radio communication systems for yachts and small commercial vessels, manufactured by The Federal Telegraph Company, of Newark, N. J. Yachtsmen are invited to inspect the exhibit.

The Kolster radio directional finder, known as Model No. 103, was introduced two years ago for power craft and private use, and is said to have enjoyed marked success. Due to increased production, there has been a sharp reduction in the price of this model and its accessories. Wm. Edgar John & Associates of 424 Madison Avenue, New York City, are the exclusive distributors in the United States of the Kolster Model No. 103 and 104 Radio direction finders, manufacted by the Federal company.

Aqua-Master Propellers by Michigan Wheel

If you are interested in seeing how the chance element has been removed from modern propeller construction, be sure to visit the Michigan Wheel Company's exhibit at the Show. You will be able to see in operation, for the first time publicly, the helical planing machine, which machines exact pitch into every blade of a propeller. The importance of accuracy in propellers for modern high speed craft will be attested by all yachtsmen who have experienced bent or

Smith-Meeker exhibits a 50-watt radio telephone apparatus

sprung propeller blades, and the vibration which always attends such mishaps.

The inflexible accuracy of the helical planer reveals that, even with the most accurate patterns, deviations still creep in during the boring operation. To eliminate this possibility, a set of "pitch blocks" was designed to hold the propeller with unfailing accuracy when it is bored. Thus all Michigan Wheel Company propellers run true to the pattern from which they were made. All unbored propellers are furnished with a "pilot hole."

The result of this research is the Aqua-Master propeller, also on display at the Show. The Aqua-Master is unique in design and appearance. Its adoption by the United States Government, to propel a 36-foot Navy aircraft rescue boat, distinguishes it from the experimental types often on the market. Originally designed as a speed wheel, the Aqua-Master, because of its sturdy construction, has even greater strength than many other wheels of standard design. All boatmen will do well to inspect this wheel at the Michigan Wheel exhibit.

Lux-O-Matic Fire Extinguishers

Walter Kidde & Co. are again featuring in Booths 85 and 86 an interesting animated demonstration of the speed with which Lux carbon dioxide gas extinguishes fires. A model yacht, sailing around in a circular tank, suddenly bursts into flames; the sudden rise in temperature immediately sets off a charge of gas and the flames are extinguished. Complete Lux portable equipment is also shown, providing protective devices approved for all sizes and classes of yachts by the Board of Underwriters and the U. S. Bureau of Navigation and Steamboat Inspection.

New Tiebout Marine Gadgets

The firm of W. and J. Tiebout of New York City, pioneer producers of yacht and marine hardware, is located in Booths 124 and 125 on the third floor. Noted for a complete line of general marine equipment, they have amplified their line this year with numerous new items worthy of the yachtsman's perusal.

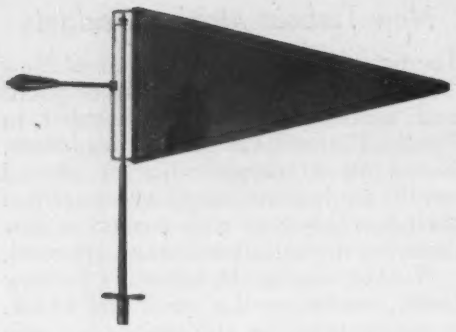
Notable among the latter is a battery tester, consisting of a small dial which, when mounted on the dashboard, will tell you whether your battery is in a high or run down condition. It is said to effect no drain on the battery. A forced draft blower will suck accumulated bad air from your engine rooms or cabin. There is a new streamlined half-ventilator to conform with your streamlined lights. And, if you are in the market for a Shipmate gas stove or heating oven, Tiebout has them on display in the full line.

New Korodless Wire Rope Sockets Offered

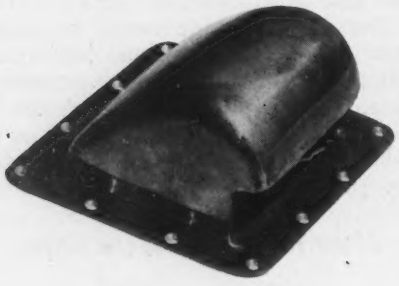
The blizzard apparently falling on Booths 37 and 38 at the Palace, is not a real blizzard, but some of the testimonials which have been snowing down on the Hazard Wire Rope Company during the past year. In the center of the exhibit is a silhouette of the New York Central Building, where the company's head offices are maintained.

Offered for the first time at standard prices are the new Korodless processed wire rope fittings or sockets which eliminate the necessity for unsightly seizings and splices in wire rope. The metal is cold-flowed into the wire rope in such a way as to provide greater strength than the rope itself. Formerly this process was done only on special order. Yachtsmen will be agreeably surprised to find that now, for a reasonable sum, their shrouds may be put in much more shipshape fashion than in the past.

The display of Lux-O-Matic fire fighting equipment made by Walter Kidde & Co., Inc.



The Perkins counterbalanced wind pennant and, below, the company's new streamlined ventilator



"Perko" on Parade

The Perkins Marine Lamp and Hardware Corp., of Brooklyn, N. Y., opens up 1937 with an array of marine hardware calculated to catch the yachtsman's eye. It is practical and it is well designed. A few of the new items are enumerated below:

1. A meal and absent light — Most yacht owners will agree that they have been unable to obtain a really watertight "meal and absent" light, for yardarm or mast, unless they accepted cumbersome affairs better suited to an ocean liner. "Perko" has answered the demand with a small cast bronze light having a circular mounting plate, two fresnel globes, one blue, the other clear, providing standard screw electric sockets. The whole gadget is only 8½ inches long.

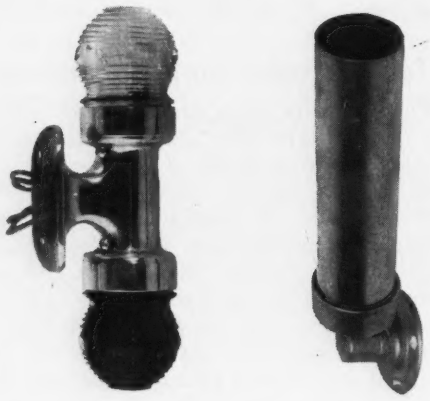
2. A ring buoy holder — If you are in doubt where and how to hang your ring buoys, the new "Perko" ring buoy holder of cast bronze will solve your problem. They are made to fit all standard size ring buoys.

3. Wind pennants — You have heard rumors of counterbalanced all metal wind pennants. "Perko" makes them, and they come in red, blue, white painted models or plain, the plain one being for the man who wants to paint his own colors on it. The counterbalance is adjustable to compensate for the change in weight relative to the addition of paint. The pennant is aluminum, the counterbalance lead, the remainder of the unit brass. The pennant swings on a needle-point bearing, sensitive to the lightest zephyr.

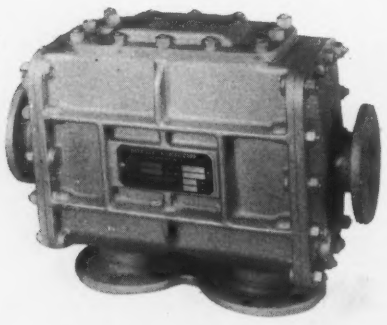
4. Streamline ventilator — Stop at the "Perko" booth to see the new ventilator. It is a cast bronze affair, employing an integral baffle plate about two inches high to keep out rain or spray. The opening, which allows access to a good stream of air, is fitted with a mosquito screen to keep pests outside where they belong.

5. Battery blinker light — There are several types of flasher lights on the market, but many of them are too expensive for the average boatman. This one, however, is within the range of everyone's pocket book. It is only 9 inches high and has a copper case. Its life with one battery is said to exceed 200 hours continuous use. It is watertight and has a marine fresnel ball-globe and switch.

These and many another nautical fitting feature the Perkins exhibit. If you are looking for a new pair of bronze anchor chocks, or perhaps a pressure alcohol stove, you will find it at the "Perko" exhibit.



Left, the Perkins combination meal and absent light. Right, Wilcox, Crittenden's outrigger pole holder, all bronze, for the deep water sport fisherman



The heat exchanger exhibited by the Harrison Radiator Division of General Motors

Harrison Shows Improved Oil and Water Coolers

The Heat Exchangers displayed by The Harrison Radiator Division of General Motors cover a wide field of application, but of particular interest are those designed for oil and fresh water cooling of marine engines.

Closed circuit cooling is currently receiving a great deal of attention from engine manufacturers, because of the many advantages inherent in the system. The prevention of damage to engine parts through scale formation, plugged passages, corrosion and electrolysis greatly increases the life of the engine, with a corresponding reduction in repair costs. Many of the most prominent engine manufacturers use Harrison Exchangers in building closed circuit cooling systems for their engines.

Among other units displayed is a small lubricating oil cooler, 8 inches by 6⅝ inches by 4⅜ inches, weighing less than 20 pounds. With oil circulating at six gallons per minute, this unit will dissipate approximately 21,000 B.T.U. per hour.

Many other types and sizes are shown including the new plate type core. Its construction is quite different from anything thus far developed for use in the marine field. Hydrogen-brazed plates of non-corrosive metals are so constructed as to withstand relatively high internal pressure without loss of cooling capacity. In addition the core can be cleaned easily, an important feature when sea water is used as a cooling medium.

Wilcox, Crittenden Marine Gadgets and Fittings

No visit to the Show is complete without a cruise around the Wilcox-Crittenden Booth, again No. 203 on the third floor. A variety of "Dependable" marine fittings and accessories is on display. On the whole, improvement and modernization throughout the W-C line are apparent. Modern bronzes, giving greater strength and longer life, are being employed. More accurate machining has been brought about through new manufacturing methods. A great saving in weight without loss of strength has been made possible through the use of special salt water-resisting aluminum alloys.

The line of "All-in-One" marine

This "all-in-one" anchor light, by Wilcox, Crittenden, carries its dry batteries in the base

lights, although still in its infancy, has proved so popular with the boating fraternity that new items have been added to include all sizes demanded by sail boats and the different classes of motor. These lights have been subjected to rigid tests under severe conditions and have come through to the W-C standard of excellence. Prices on most of the line of marine hardware offer no increase, and in many cases represent decreases, despite the general up trend.

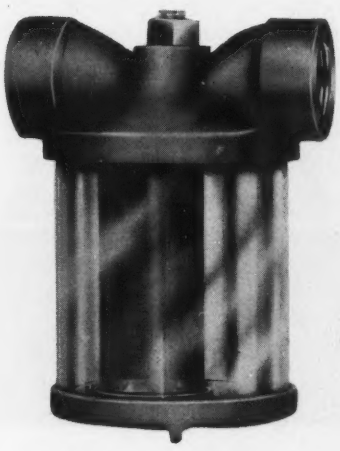
Among the 8000 fittings manufactured by this 89-year old organization, only a few are on display at the Palace. Representative items in the line of "Dependable" marine hardware include "Hurricane Tested" Marine Lights, "Sealco" Marine Toilets, galley and lavatory equipment. The engineering department of the company has also developed shaft logs for rubber mounted engines, and an inside stuffing box for such engines as do not require a shaft log.

The E. J. Willis Nautical Display

Yachtsmen approaching Booths 32–35 cannot help but pause at the E. J. Willis Company exhibits, veritable bonanzas of marine hardware and useful equipment. This company needs no introduction to the boating public, it having supplied countless thousands of items to customers in all branches of the trade.

Difficult as it is to attach more importance to one piece of equipment than another, the mention of a few of Willis' many items may be in order. There is, for example, a de luxe fishing chair, sturdily built to meet the exacting requirements of the fisherman who wants the best in this line of equipment. And, while fishing the briny deep, any sensible mariner will want to have aboard one of Willis' new low-priced safety gas detectors which automatically rings a bell or automatically turns on the Wilco ventilating system, if fumes collect in the engine room.

After a fight of several hours' duration with the wily tarpon, or perhaps a flashing marlin, our friend will feel the pangs of hunger setting in. If he wants his food in a hurry, he will utter a prayer of thanks to his new safety alcohol stove with the pressure alcohol burner that meets every requirement of the Bureau for Prevention of Explosions and Fires on Motor Boats. If he wants to get a little fancy, he will go in for high-grade crystal glassware and genuine china, decorated with private signals or his yacht club insignia.



A visible intake water strainer by Columbian Bronze Corporation

Viking Paints for Boat Use

Oliver Johnson & Co., Inc., marine paint and varnish manufacturers, of Providence, R. I., is displaying, in Booth 13, the complete line of Viking paints. These include paints for bottoms, boot tops, topsides, decks and spars as well as varnishes and aluminum paints for marine use. Several new Viking colors for deck, topside and boot top are exhibited at the Show.

Although the name "Viking" is comparatively new to yachtsmen in the New York district, Viking marine paints are backed by more than a century of experience, the company having been established in 1833.

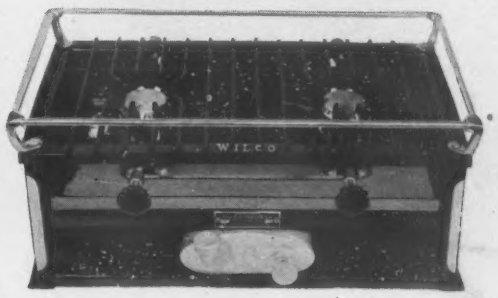
This de luxe fishing chair is part of the E. J. Willis Company's display

Columbian Bronze Corporation

In Booth 6, the Columbian Bronze Corporation, of Freeport, L. I., features a display of its new Monel metal propellers described in detail in Waterfront News elsewhere in this issue. It is also introducing a new visible intake water strainer which is available in two sizes to fit the requirements of a large range of engine power. A double cone of bronze screen cloth in the strainer prevents sand and silt from entering the pump. Special heat-resisting glass cylinders make it possible to observe conditions at all times and the strainer is readily taken apart for cleaning. These are useful when boats have to operate in water containing much sand or mud.

A representative collection of Columbian manganese bronze propellers and the worm type steerers, rudders, struts, shaft logs, etc., are also on exhibition.

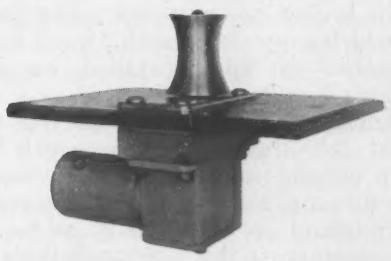
Marine window, designed by Frank P. Huckins, manufactured by Wilcox, Crittenden



Willis shows this new safety alcohol stove designed to meet underwriters' requirements

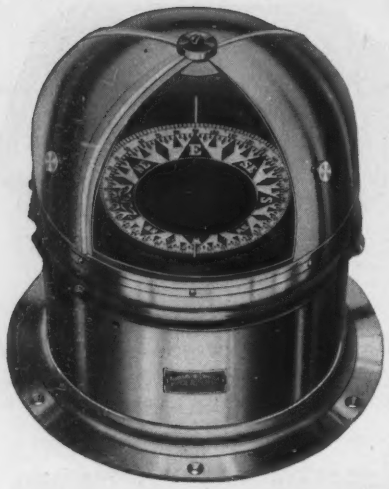
Ideal Windlass Company

The Ideal Windlass Company is offering a small electric windlass that will appeal to the owners of boats of 50 feet or less in length. A capstan type, using all bronze gears and shafts, it is light in weight (only 50 lbs.) and small in size; thus it fits the rather limited space in the bows of small boats.



An electric windlass for small yachts exhibited by the Ideal Windlass Co.

Its electricity consumption is low. An ordinary 12-volt battery will operate it at full load capacity for better than an hour. As the actual time of breaking out an anchor is short, it will be seen that the current used in this process is small and the battery quickly recharged. As the windlass is made watertight, no injury can come from exposure to water or dampness.



The new hemispherical binnacle head, for use on sailing yachts, by the Kelvin-White Company

The Kelvin-White Company Shows New Developments

The Kelvin-White Company, of Boston and New York, exhibits, as usual, an interesting collection of its spherical compasses and other navigational gear. The display is in Booth 69, on the third floor of the Palace.

The spherical compass has greatly influenced the design of the compass and, during the last building year, many of the new and outstanding yachts were equipped with them, including the majority of the "racing-cruising" yachts. The Kelvin-White Co. spherical compass has been installed on all of the new trawlers of the Boston fishing fleet. A new development is the new type of hemispherical head, especially designed for sailing yachts. It gives perfect protection to the compass yet has no glass to be broken nor any protruding parts on which a rope may catch. One of these binnacles is now installed on the famous *Yankee*.

Another recent development is the West Tele-Magnetic system which has been installed on a number of vessels. The owner of a new ocean cruising yacht in England is enthusiastic as to its performance. In this, the course is set on the master compass and the Tele-Magnetic indicator tells when the vessel is on her course so that the helmsman does not have to watch the compass card at all. This new system is especially effective at night when watching the card is hard on one's eyes. An occasional glance at the dial of the indicator will show whether or not the vessel is on her course.

The Kelvin-White Company also has an excellent display of Bludworth radio compasses, suitable for all sizes of vessels; Kenyon speedometers; Walker logs and speedometers and, in addition, the usual interesting assortment of up to date sextants and other instruments of navigation. A visit to this booth is always interesting and instructive.

Thomas Laughlin Company Exhibits Marine Hardware

The Thomas Laughlin Company, Portland, Maine, has developed for 1937 a number of specialties of interest to the yachtsman and yacht builder.

Visitors at last year's Show recall the Mariner's Steerer which was then exhibited by the Thomas Laughlin Company and which has proved so popular that it again occupies a prominent place in this year's exhibit. The action is easy but positive, as the force is applied to both sides of the rudder head at the same time. The Mariner's Steerer is adaptable for either inboard or outboard rudder, and the rudder stays locked in any position without pressure on the wheel.

Among the most popular items in the Laughlin line is the line of windlasses, especially the Mariner's Windlass, which is hand-operated and designed for anchors weighing up to 100 pounds. It is fitted with both a drum for rope and a wildcat for chain, the latter having a release which permits the chain to run out when the anchor is lowered under foot brake control. This windlass may be obtained with the new Camelyte finish or with hot dipped galvanizing.

Manhole plates for decks are an important item of equipment for large and moderate sized yachts. The importance of an absolutely watertight manhole plate is recognized by all experienced yachtsmen. Laughlin manhole plates are designed with four flush cam locks in the cover which, when turned with the key or wrench, engage under the rim of the plate. The cover, which is of galvanized iron, bears on a live rubber gasket, making an absolutely watertight connection. Laughlin plates may be had with or without grating in seven sizes with openings 9 to 20 inches in diameter.

The Laughlin line of deck plates includes a theft-proof locking deck plate which prevents anyone from syphoning out gasoline or oil when the boat is left unattended.

For the small boat enthusiast, there is the new Laughlin oarlock called the Universal. This new oarlock, which may be had either in polished brass or galvanized iron, is made to attach to the oar and stays with the oar at all times.

Another interesting specialty exhibited by Laughlin is the patented Anchor Lift which is ideal for fishermen or on any small boat. It enables the anchor to be raised or lowered without the boatman leaving his seat. While the rope is in the right-hand side of the sheave, the anchor may be raised or lowered. By simply swinging the rope to the left the anchor is held in position, doing away with the necessity of making the line fast to cleat or thwart.

Laughlin galvanized yacht blocks are shown in the new Camelyte finish, possessing great strength, durability, beauty and economy. The electrolytic process producing Camelyte is simpler and less costly than chromium plating and yet it resists abrasion and corrosion better. It may be had in plain satin or highly polished finish.

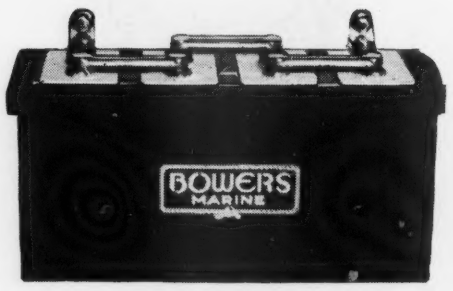
The exhibit includes another new development in the shape of a patented wire rope clip. This clip, constructed on an entirely different principle from existing clips, surpasses by government tests all other wire rope clips on the market. The clip holds the loose end of the wire as firmly as the standing part. Two clips give 95 per cent of rope efficiency — something wire rope engineers will recognize as a notable achievement. While this clip will undoubtedly find its chief fields of service in construction, mining, shipping and other industries, it has an important emergency use on sailing yachts and other marine craft.

Other interesting items in the Laughlin line include a Cruiser Bilge Pump, Outboard Safety Plates for protecting the stern of boats with outboard motors and reducing vibration, underwater fittings, including a labor-saving stuffing box, and a complete line of anchors, deck hardware, hull and spar fittings, propellers and interior hardware.

Bowers Batteries for Marine Use

On the third floor of the Palace is found the exhibit of the Bowers Battery Company, of Fleetwood, Pa., a display of storage batteries designed for use in marine service as well as for automobiles and farms. For 1937, the Bowers engineers have designed an attractive line of marine storage batteries. Yachtsmen visiting the Bowers booth will find there men with years of battery-building experience who are ready to explain the features of Bowers batteries.

The output of the company, organized in 1921, has grown from the original production capacity of four batteries per month to 1500 per day. Even this is not enough so that the company is soon to occupy a much larger plant which will increase its production enormously.



One of the storage batteries designed for marine use by the Bowers Battery Company

Texaco Exhibit Stresses Safety at Sea

Safety at sea and its relationship to the correct lubrication of marine engines is the dominant theme of the Texaco booth at the Palace. The central design is a huge ring buoy encircling a marine engine, bearing the slogan, "Safety at Sea Begins in the Crankcase," and the booth is decorated with reproductions of many safety devices used aboard ship and their equivalents, in terms of safety value, in the lubrication field.

Located in its customary position opposite the north bank of elevators on the third floor of the building, the Texaco exhibit occupies six booths, Nos. 77–83 inclusive. Comfortable chairs and couches are placed within the floor area and the entire exhibit presents a pleasing and inviting place in which Show visitors may congregate.

A section of the exhibit is devoted to the special services to yachtsmen conducted by the company. Two of these, Texaco Waterways Service and Texaco Mailports, have grown to popular proportions since their inception three years ago, and many thousands of boat owners have availed themselves of the cruising information and mail delivery facilities which they offer. The 1937 edition of Texaco cruising charts covering the Atlantic Coast, Hudson River, Great Lakes and Long Island Sound, is off the press and requests for them are being handled at the Show. Copies of the new booklet, *More Knots With Texaco*, a useful little handbook, are also distributed to visitors to the booth.

Joes Gears

The Snow & Petrelli Mfg. Company, of New Haven, Conn., manufacturers of Joes Gears, shows its products at Booth 61, on the third floor, at the 1937 Motor Boat Show. Thirty-one years ago, "Old Man Joe" organized the company to make reverse gears for motor boats and had rough sailing for several years. Not until the four-cycle motor became popular did the reverse gear come into its own. Today, sixty-five of the leading engine manufacturers, in the United States and abroad, use Joes gears as standard equipment.

The display features reverse gears for all types and sizes of engine and also combined reverse and reduction gears in compact form. Many engine builders provide for these combination gears in the design of their engine beds. Snow & Petrelli make, in addition, several sizes of these units in oiltight housings for attachment to engines not provided with beds for the gears.

The Portable Light Co., Inc.

At the space of the Portable Light Co., Inc., of New York, is found a complete line of marine searchlights, horns and sirens. The well known "Half-Mile-Ray" and the later "One-Mile-Ray" searchlights are there. Horns and sirens of the latest models are on display.

The company's new streamline sirens are shown as are the very newest designs in streamline searchlights.

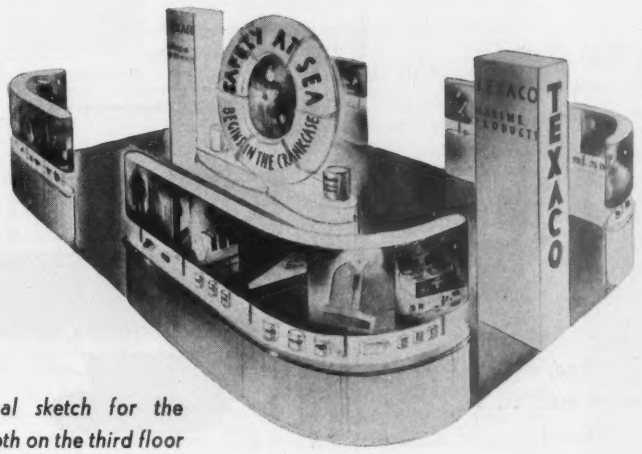
Of particular interest is a new remote control searchlight which has been especially designed for installation on bridge deck cruisers.

Visitors to the booth will be sure of seeing the latest models of this progressive company's line.

American Brass Specialties

The American Brass Company, in Booths 118 and 119, is displaying many new specialties along with its older standbys of the marine trade. Among the newer items are Ambrac, a high strength, corrosion resistant white metal, for hardware and fittings; and Anaconda copper water tube assembled with both solder and flared tube type fittings. Everdur, both wrought and cast, in various forms, is there as well as the well known Tobin bronze, and Tempaloy propeller shafting, also nickel silver rub rails, mouldings and sail track.

The American Metal Hose Co., an Anaconda subsidiary, is showing a flexible metal hose for fuel, oil and water lines; exhaust hose for Diesel engines; bronze hose for wet exhausts and brass voice and breather tubing.



The original sketch for the Texaco booth on the third floor

Model MG 160 marine reverse and reduction gear made by the Twin Disc Clutch Co.

Reverse and Reduction Gear Now Offered in One Unit

A marine reverse and reduction gear that can be applied to any standard engine is something that is frequently in demand by boat builders and engine manufacturers. The Twin Disc Model MG-160 Unit, made by the Twin Disc Clutch Company of Racine, Wis., offers a reversing gear with a reduction integrally built in, permitting the use of high speed, multicylinder engines coupled to standard low speed propellers.

With this new type unit, the elimination of special oil pans used on conventional conversion units reduces not only the weight but the price of the power source. The MG-160 series units are rated at 160 hp. at 1200 r.p.m.; the MG-60 series at 60 hp. at 1200 r.p.m.

The use of close coupled, multiple disc clutches operating in oil, permits instantaneous shifting from forward to reverse when employed in marine service. Since the gears may be operated in either forward or reverse direction of rotation continuously, two standard right hand rotation engines may be used for twin screw installations.

The Twin Disc exhibit is located in Booth 45, on the third floor of the Palace.

Pettit Paint Company

The Pettit Paint Company, of Jersey City, N. J., occupies Booth 18 on the third floor of the Palace where it displays an attractive new lithographed varnish container as well as panel displays showing paint and varnish finishes. An unusual feature of the company's exhibit this year is the distribution of the Pettit *Log Book and Guest Register* to all yachtsmen who call and register at the booth. There is also available, just as there was in 1936, a tide calendar for 1937. This year's edition is in handy pocket size.

L. W. Ferdinand & Co. Present a New Marine Glue

"Gluey Gus," holding forth in Booth 15 for L. W. Ferdinand & Co. well known makers of Jeffery's marine glues, is featuring three recently developed products.

First is Eternolastic, a glue especially designed for filling deck seams but useful in many other places. There are several convincing demonstrations of the unusual elasticity and permanence of this glue.

Next is Ferdico Canvas Patching Adhesive, a material which permits real, permanent and waterproof repairs to tarpaulins, boat covers, awnings, etc.

Third is Ferdico Canvas Cement and Filler which has been popular for the last four years for laying and attaching canvas to decks and cabin tops and covering canoes and dinghies.

The Ferdinand Company manufactures a product to meet and overcome every type of leak.

"Gluey Gus" introducing Ferdinand marine glues

Rajah Spark Plugs of Everdur

Located in Booth 16, The Rajah Company, of Bloomfield, N. J., has on exhibit a complete line of Rajah terminals, hoods, safety nipples and spark plugs. A feature of the 1937 line is the new Rajah spark plug with shell made of Everdur bronze. Difficulty in the past has been experienced by boat users, who complained that the conventional steel plugs often became rusted into the cylinder heads, making replacement or removal arduous.

Previously, the company made spark plugs with brass shells to overcome this handicap, but they are said to have been not altogether satisfactory, due to the softness of the brass which allowed the threads to become easily damaged. The new plugs for the marine trade with shells of Everdur metal have the toughness of steel, while retaining rust-proof qualities.

Joseph Dixon Crucible Company

In Booth 66, on the third floor of the Palace, is the exhibit of Joseph Dixon Crucible Company, 110-year-old pioneers in the graphite field. The company's Lubricants Sales Department is showing a novelty, the Dixon "Junior" Graph-Air Gun made of Flexophane, new material as flexible as rubber and as transparent as glass. The gun is provided with a revolving nozzle which can be turned to open and closed positions and may be carried in tool box or pocket without leaking. Filled with Dixon's Microfyne graphite, a microscopically divided lubricant and anti-corrosive material, it may be used to blow the material on or into blocks, locks and an endless variety of gadgets which need lubrication.

Also featured is the company's non-leak and racing special outboard motor graphited grease as well as other standard line Dixon graphites and graphited lubricants.

A. B. Sands & Son Co.

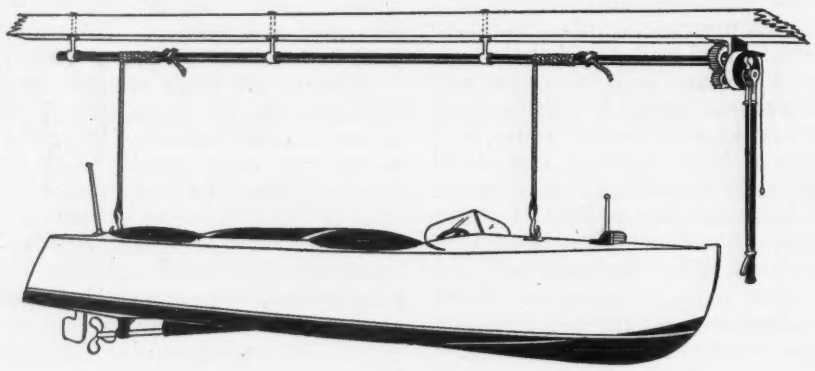
In the 1937 Show, A. B. Sands & Son Company has taken larger and more prominent space than in past years, so as to allow the presentation of the full line of plumbing fixtures and specialties made by this old established house.

Improvements have been made to various units of the line, among them the addition of an automatic air vent recently added to the smaller manually operated units.

The "Elsanco" and "Florida" electric closets are attractive to those who prefer electrically operated units especially since these toilets may be manually operated in case of failure of the electric current from any cause.

Simplicity Offers Sail Boat Hoist

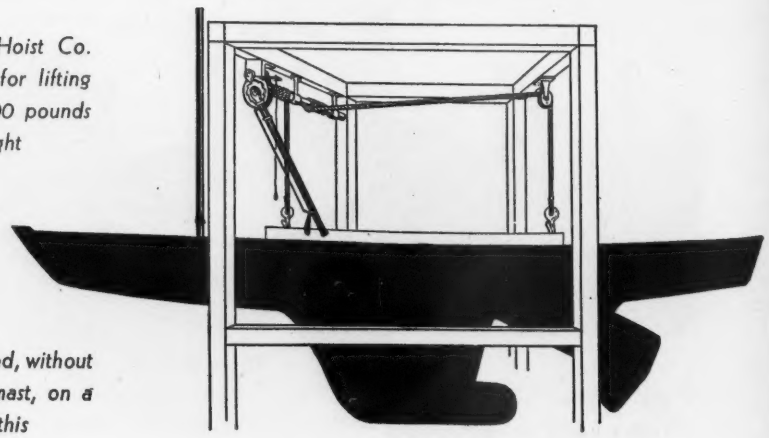
"You can lift your boat with one hand," slogan of the Simplicity Boat Hoist Co., of Paterson, N. J., represents the ease with which craft up to nine tons can be lifted from the water. Previous visitors to the Show will remember interesting moments spent at Simplicity's display on the third floor. The company occupies the same space at the present exhibition.



Although the company specializes in a variety of marine hoists of the pawl-and-rachet, geared type, not until recently has it featured a hoist for sail boats, such as those of the Star Class. Now one is available at reasonable cost. It may be mounted outdoors for "hauling" a racing boat between races. It is not necessary to unship the spars for this purpose.

Simplicity hoists are said to possess three times the lifting power of chain falls of comparative cost. They are available for special installations at no increase in price. Visitors to the exhibit may obtain complete information.

Simplicity Boat Hoist Co. shows this hoist for lifting boats up to 2000 pounds total weight



A sail boat is lifted, without unstepping her mast, on a hoist like this

Elco Builds a New "Lady Grace"

When Captain Tom Gifford of Miami gets a new boat it's news—when it's as unusual a boat as his new *Lady Grace* its big news. For it would be difficult to name any sport whose popularity, equipment, and records are so much the work of any one man as big game fishing has been the work of Captain Tom Gifford.

Tom introduced and developed the outrigger now widely used for trolling baits. He pioneered the famous tuna and marlin waters of Bimini and the tuna waters of Wedgeport, Nova Scotia. His 630 pound fish is the largest tuna ever taken at Bimini and amateurs fishing under Gifford's guidance have established many records, among them S. Kip Farrington, whose 542 pound tuna holds the amateur record for Bimini and Michael Lerner, who broke the North American and Atlantic record for broadbill swordfish twice in one day with catches of 535 and 601 pounds at Cape Briton, Nova Scotia last summer.

Big game fishing authorities agree that much of Gifford's success has been due

Captain Gifford at the new fishing cockpit controls

to everlasting attention to detail and painstaking study of when and where fish are found and just what it takes to land them.

Transom freed of exhausts

That characteristic of Gifford's may help to explain the very unusual appearance of the superstructure of the new 38 foot angler designed by himself and recently delivered to him by the Elco Works. Those derrick-like extensions above the deckhouse are not part of an elaborate system for hauling big fish aboard but are merely housings for the exhaust lines, carried eight feet above deck to free the boat and fishing cockpit particularly, of fumes, steam, and smoke. Gifford has found that one of the biggest hindrances to the efficient playing and handling of big fish is the constant sputtering and spuming of the exhaust, especially when there is a bit of a roll and the outlets in the conventional positions in the transom are alternately rolling under the water's surface. Combine this with the fact that after the fish has been hooked the boat usually lies stern to the wind and the importance of moving the exhaust out of the transom is quite obvious.

Lady Grace is powered with two 85 hp. Buda diesels. The exhausts each cross over from one side to the other, then pass through large water jacketed mufflers, and then through a copper tube on up the tapered stacks.

The first reaction of many who have viewed this installation is that there must be grave danger of the stacks overheating. They seem to forget that the conventional type of horizontal exhaust line passes just as close to bulkheads and other wooden members of the boat and, worse yet, is quite likely to pass right through compartments used for storage of gear and equipment, etc.

Stacks aid ventilation

Actually the stack effect of the mahogany housing of *Lady Grace's* exhausts is a very effective ventilating and cooling medium. Ventilating apertures have been provided along the sides of the cockpit aft and under the berths in the deckhouse. These provide a steady flow of air to the engine compartment which escapes up the stacks around the exhausts. There is a constant circulation of air under the entire cockpit floor when the engines are running which keeps this compartment extremely cool.

During a trial run on *Lady Grace* which lasted over an hour and included running at all angles to the wind, we noticed not the slightest trace of diesel gas or oil odor at any time and there was no tendency for the exhaust gases to drop down into the cockpit. Exhaust noises, too, were reduced to practically nothing.

As for the appearance of the stacks and the supporting cross-bar between them; they looked rather extreme, at first, but the more we looked at them the more sensible they became, especially with the outriggers hauled up close. The single fishing mast has never been entirely suitable as a support for two 40 foot outriggers, but these overhead exhausts ought to make handling these very necessary adjuncts much simpler.

Roof-top wheel seldom used

The steering wheel on the deck cabin roof may look rather forlorn and useless without any other controls alongside but Gifford seems to share our aversion to the appearance of any kind of protective railing on the roof, either of the open frame or sheet metal type. He uses the roof-top wheel only when cruising leisurely about looking for fish. Under these conditions rapid change or reversal of speed is seldom required.

There are, however, two other positions from which the boat may be completely controlled; the conventional position in the deckhouse and from the center of the large fishing cockpit aft. The latter set of controls is particularly interesting as they can be worked from any side of the wheel with equal facility. In Gifford's opinion this is the only suitable place from which to maneuver a boat with a fish on the line.

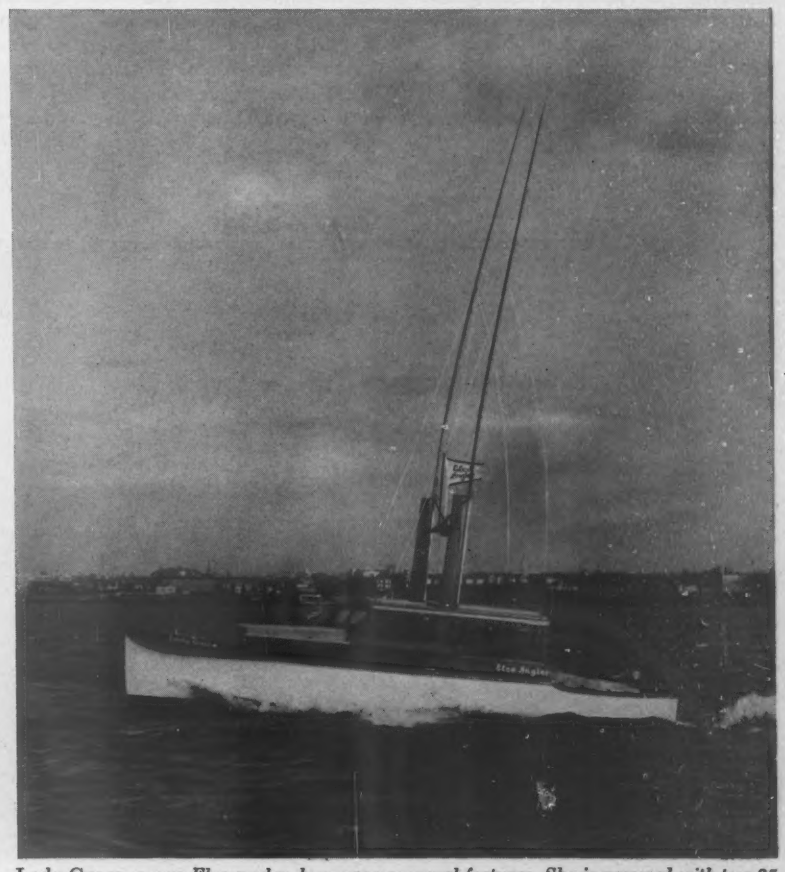
The fishing cockpit is arranged to carry two of the new Elco fishing chairs designed by Gifford. The leading feature of this chair is an adjustable foot rest which allows it to be set to fit the length of the fisherman and also allows his whole body and the bracing mechanism to swing with him, a very important consideration when fighting a big tuna or swordfish.

The fishing cockpit also contains a large live bait well and two insulated dead bait iceboxes and a wide roller in the stern to facilitate getting large fish aboard, no slight problem with a small crew and the fisherman pretty well tuckered out by the battle just fought.

Lady Grace is built on the regular 38′ 6″ Elco hull with 10′ 10″ beam and 2′ 10″ draft. Her accommodations forward consist of two built-in berths with large drawers under them, galley with two-burner alcohol stove and large ice-box, full length hanging closet and lavatory.

Will make long trips

In the deckhouse are two Elco type steering and observation seats and two additional berths, very convenient to the cockpit and outriggers, to allow the



Lady Grace, *a new Elco angler, has many unusual features. She is powered with two 85 hp. Buda diesels*

The New Gifford designed adjustable fishing chair and roller for getting big fish aboard are prominent features of the cockpit

fisherman 40 winks while trolling without taking him out of jumping distance of his tackle. The doors and panels at the end of this deckhouse may be entirely removed, if desired.

Gifford selected diesel power for economy of operation and the long cruising range he will require on trips to be made well down into the West Indies. The two Buda engines give a top speed of 16 to 17 miles per hour, an economical cruising speed of 12 to 13 miles and will enable *Lady Grace* to cross from Miami to Bimini in less than four hours. The fuel capacity is 300 gallons which will provide a cruising range of about 700 miles, at an operating cost less than one-third of that of gasoline engines.

Engines are rubber mounted

This installation was the first pair of diesels we have witnessed on the Elco rubber mounted steel engine girders. Their performance was as near perfect as anything imaginable. The total absence of vibration made the performance of the six cylinder diesels equal or superior to most installations of eight cylinder gasoline engines in smoothness.

When Gifford originally outlined his requirements he felt that a 38 footer would be too long a boat to maneuver easily. The Elco engineers, however, assured him that setting the propeller shafts at a little extra angle to each other would do the trick. They certainly made good on their promises for she swings around like a boat only half her length and can be steered very handily even in reverse.

Lady Grace *was christened by Mrs. Gifford with traditional ceremony*

On the trial trip Gifford gave us a very convincing demonstration of the maneuverability of this unusual twin screw installation and also proved very definitely how much easier it is to follow the fish and work with the fisherman from the after cockpit controls.

Among several other items of equipment which Gifford will install at Miami is an electric refrigerator which will operate on 32 volt current. Power for this will be obtained from two banks of Exide batteries charged by 32 volt generators on each engine.

Lady Grace was launched at the Elco Works in Bayonne on December 8th, the traditional bottle of champagne being smashed over her bow by the owner's wife. Among the fifty or more in attendance were many prominent fishermen.

She left Bayonne on December 21st for the 1400 mile run to Miami, under the command of Captain Gifford. A sister ship will be seen at the Motor Boat Show.

The Voyager—A New a.c.f. Double Cabin Cruiser

BEFORE hopping out to City Island a few weeks ago for a look at the new a.c.f. 42′ Voyager we had had a hint that there was to be something new in outward appearance — but we were hardly prepared for anything quite so unusual. That pseudo-clipper bow hit us in the eye the very first thing. Its extra height and length are only a few inches more than in the conventional type but inches certainly look big in that particular spot. Still there is not enough curve and length to it to give a true clipper bow effect.

The pronounced rake of the windshield and the long curve in the after edge of the deckhouse are, of course, required to carry out the effect created by the sharp stem. The well rounded roofs of the deckhouse and cabin trunks are thoroughly conventional and succeed in giving the Voyager a long, low, appearance.

Up close where the peculiarities of the sheer plan were not so apparent we had a good look at the planking and joiner work. This is extremely well done all through the boat. Planking is ⅞″ Philippine mahogany fastened with Everdur screws on 1⅛″ x 2″ frames spaced 10″. The brightwork both exterior and interior is also of well selected and uniformly fine Philippine mahogany.

Stepping below we were somewhat surprised to find, instead of an ultra-modern interior in keeping with the exterior of the boat, that the layout, engine installation, and all mechanical details are characterized by an air of conservatism and reluctance to adopt anything not thoroughly proven. All of which results in a very well built boat with emphasis on the fundamentals but outstanding only in the galley and engine compartment.

The Voyager's sharp stem provides a very unusual appearance

The deckhouse is very roomy and, taking up almost 9 feet of the Voyager's 11′ 3″ of beam, provides loads of room for the attractively upholstered dinette, double-berth combination. This, located on the port side, leaves a wide free passage to the companionway leading to the large after cabin with space for several deckchairs. Plenty of light is another very commendable feature of the deckhouse. The windows are large and may readily be dropped down entirely out of the way with automobile type fittings which on the whole are the best for this job even though the handle does get in the way occasionally.

The shelf and locker behind the dinette are large enough to make up for the lack of a place for storing charts and nautical instruments farther forward in the deckhouse.

Galley is very well planned

In descending the forward companionway we were immediately impressed with the galley. It is our idea of just what so important a part of any boat doing much cruising should be, and the best we have seen on any boat anywhere near this size. The secret seems to lie in the icebox, which is

arranged horizontally and up high, thus leaving room for a wide workshelf and big locker below. The ice is put in from the deckhouse above. A three burner Willis pressure alcohol stove, two more large utensil and food lockers, two big drawers, glass and dish racks, a 12" x 18" sink, and a cutting board complete the galley layout. The cook can never complain of lack of facilities in that galley — and won't have to hop all over the boat to collect his materials. There's even a handy place for his mistakes — a built to shape garbage pail under the companion stairs — something which is wholly disregarded in a great many boats, resulting in an unsightly bucket often taking up half the space on the galley floor.

Very good arrangement forward

The two berths in the Voyager's forward cabin have been very sensibly arranged. They are up high enough to permit really efficient use of the space below for large drawers and lockers. In a boat of this size with accommodations in the deckhouse and large after cabin as well, there is no need to cram a couple of upper berths into the forward cabin — they would probably only be used as catch-alls anyway.

The shelf-like stringers above the berths are really mahogany caps on two of the four side stringers which go the whole length of the hull. These are securely fastened to every frame and serve to hold it rigid without the aid of the planking. The caps serve as outer edges for the narrow shelves but unfortunately there is nothing in back to keep things from slipping down between the frames.

The ladies will appreciate the mirror and other features of the dresser forward in this cabin. The men are equally favored with a very useful shelf or drainboard built around the wash basin in both the fore and aft toilet rooms.

The designers seem to have been under a decided "pack 'em in" complex when they laid out the after cabin. They have provided berths for no less than five in this one cabin with a double and a single upper to port and a single and upper to starboard. However, with almost 11 feet of width in under the carlines there's plenty of space to play with and even with the uppers raised there is little appearance of crowding. A large hanging locker beside the companionway, a dresser and several additional lockers along the starboard side gives every opportunity for tidiness.

Some people object to the paucity of open cockpit space provided by the double cabin arrangement, but we feel that the 6 feet of cockpit provided by the Voyager is ample, especially in view of the large open spaces provided by the deckhouse windows. Most guests seem to prefer to see where they are going and a large percentage of any party will gladly forego an opportunity for sun-tan to obtain the complete circle of vision provided by an open deckhouse.

Next to the galley the brightest spot in the double-cabin Voyager is the engine room. A twin installation of Chrysler Ace engines driving through 2:1 reduction gears is the standard power plant. There is nothing unusual or startling about the installation, in fact its very plainness and simplicity is its biggest virtue. The engines are carried on Chrysler rubber mountings and long, firm, oak engine timbers, with loads of room to get at all sides of them without tearing the boat apart.

These engines put out about 73 hp., which is sufficient to drive the boat at about 15 miles per hour. More powerful engines providing speeds up to 23 m.p.h. may be installed without adversely affecting the trim.

Twin rudders are, of course, provided and the propeller is driven through 1½" Tobin bronze shafts. The stuffing boxes and stern bearings are of a.c.f. design with brass pipe in the log. Goodrich rubber bearings are used in the struts.

Two heavy cold rolled sheet copper gas tanks each holding 82 gallons are the standard. These are baffled and fitted with cleanout plates and drains. One 84 gallon water tank of tinned copper is located in the stern.

Monel metal screens

The high standard of materials and workmanship below decks is carried on above in such items as the chrome plated and Nicrometal hardware and the use of Monel metal rather than the more common copper in the screens which are provided for all windows.

The same Voyager hull is used in a single cabin enclosed deckhouse model which is identical back as far as the rear of the deckhouse and then has a large 16′ open cockpit partly covered by a canopy.

The carefully planned galley offers every opportunity for fine meals

The deckhouse has a large dinette and double-bed combination and loads of additional room

The berths in the forward cabin are up high with much useful space below

Sound Insulation for Yachts Already in Service

THE increasingly wide use of vibration damping and sound deadening materials in stock cruisers and other new power and auxiliary craft naturally raises the question of how much can be accomplished in this respect in boats already built.

There is always a certain "from Missouri" attitude regarding the efficacy of any attempt to eliminate a characteristic such as noise, which has always been so much a part of every power driven craft. We felt the same way about it, at first, ourselves but changed our tune considerably after witnessing the performance of a Huckins cruiser on which a most thorough job of sound insulation and vibration damping had been accomplished. The best indication of the thoroughness of that job lies in a story told by the owner, the truth of which we do not doubt.

He had once made a run of some 90 miles during most of which one of his guests had been seated in the open cockpit atop one of the boxes containing the motors. The sound of this motor was so thoroughly isolated that this guest asked at the completion of the run, "Where are the motors in this boat?"

Since then, we have seen many examples of what can be accomplished; many deckhouses transformed from noisy sounding boxes to quiet, restful lounging places; many open cockpits entirely rid of engine noises; the decks of auxiliaries, in effect, as far removed from engine sounds as the bowsprit formerly was. Sound insulation can add so much to the pleasure of boating that we feel it is well worth the consideration of the owner of every boat, either old or new.

Each job, of course, is a separate undertaking and it is impossible to lay down in a general article definite specifications for the treatment of any one set of conditions. However, it is possible to review what has been done by others and consider in general terms the methods of approach and the practicality of sound and vibration reduction on the small to medium sized yacht.

Invisible vibration causes audible sounds

Vibration is, in itself, unpleasant on a boat, being perceptible to several of the senses and also a prominent cause of fatigue and consequent deterioration and failure of metal parts. But of far greater consequence is the noise set up by the mechanical transmission of the vibration to other parts of the boat by floors, bulkheads, stringers, and propeller shaft. Every part set in vibration at audible frequencies thus becomes a noise maker. This source of sound may not be particularly apparent in the totally uninsulated boat where there is nothing to retard the flow of more intense, air-borne sound direct from the engine. But if that were reduced, the constant vibrations and the noise they set up would become very noticeable. Those who have attempted to cut down air-borne sound alone have found this to be true.

Acoustical engineers and naval architects agree that the proper and logical procedure in any sound-insulating job for boats is, first to isolate and limit the transmission of sound as completely as possible through the use of rubber and spring mountings and connections between the engine and all other parts of the boat.

Rubber mountings important

Rubber engine mountings are now supplied as optional equipment by practically all the better known engine manufacturers and in many cases they are interchangeable with the older rigid engine brackets. The best answer to any specific engine mounting problem can undoubtedly be provided by the local dealer of the engine in question. In any event, don't merely slide in a slab of sheet rubber for that just won't work and will probably do more harm than good. There must be no continuous metal to metal contact from the engine through the bolt to the engine bed.

Propeller shaft, exhaust and fuel lines, water intake and outlet, and controls must, of course, be made flexible somewhere along the line if the engine is to be allowed complete freedom of movement. Rubber couplings, rubber bushings, flexible tubing and seamless metal hose are available for these various connections — but be sure that the material selected is suitable for the use to which you intend to put it and don't use rubber in the gas line or uncooled portion of the exhaust.

Assuming that the most practical job of eliminating vibration and mechanical sound transmission has been done, the problem becomes one of confining air-borne sound to the engine compartment or whatever section of the boat is its source. This is somewhat different from the general run of acoustical problems, in which the persons to be benefited are occupants of the room in which the sound is created. However, the method of attack is the same — the object being to absorb as much air-borne sound as possible in the sound insulating material and thus prevent reverberation and building up of the sound within the engine compartment.

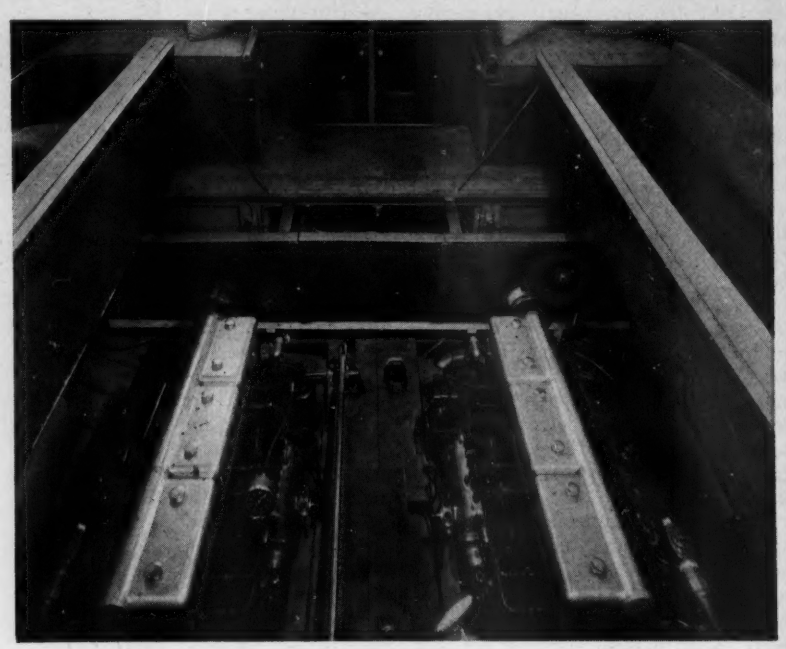
Acoustical engineers talk in terms of decibels, frequencies in cycles per second, and absorption coefficients, etc., all very confusing to the layman. Suffice it to say that the decibel is the unit of sound intensity as recorded by the human ear, just as the degree is the unit of heat intensity. In working out the details of acoustical treatment for offices, hospitals, broadcasting studios, etc. the acoustical engineer uses a noise level meter which records the decibels of sound present in the room being treated. Specifications are made accordingly.

In applying sound-insulating material to anything smaller than the largest yacht, however, highly scientific methods are not worth the time and expense involved as other characteristics of the materials involved necessarily limit the choice to a very few with approximately equal noise reduction coefficients.

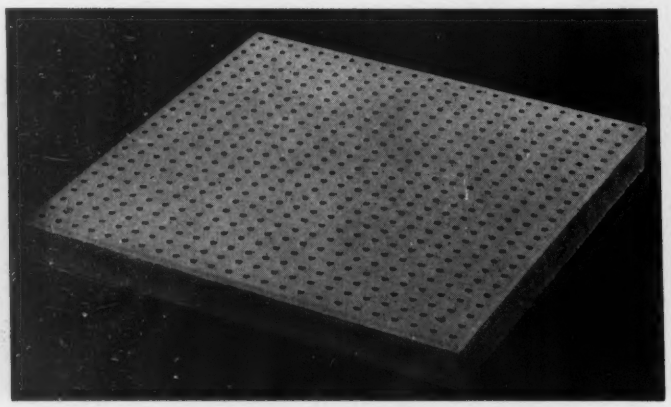
The first step in tackling a specific air-borne sound problem on any boat is to shut the engine off completely from all parts of the boat from which the sound is to be kept. That means close up the little holes and cracks as well as the large opening. Sheer mass is one of the best sound-isolating mediums available, so don't hesitate to do a thorough job. Every control lever running from above down into the engine compartment should pass through just as small an opening as possible and, better still, should have a rubber or felt gasket around it.

Next, the bulkheads, forward of and abaft the engine, and the floors above should be as rigid as possible. Considered as a whole they usually are rigid, but often individual panels or sections can stand some extra stiffening to reduce any tendency to become sounding boards. The distance from the engine to these bulkheads makes little difference in the efficiency or thickness of the sound-absorbing material required but, of course, the farther the bulkheads are away, the more the area of floor or deck above which must be covered.

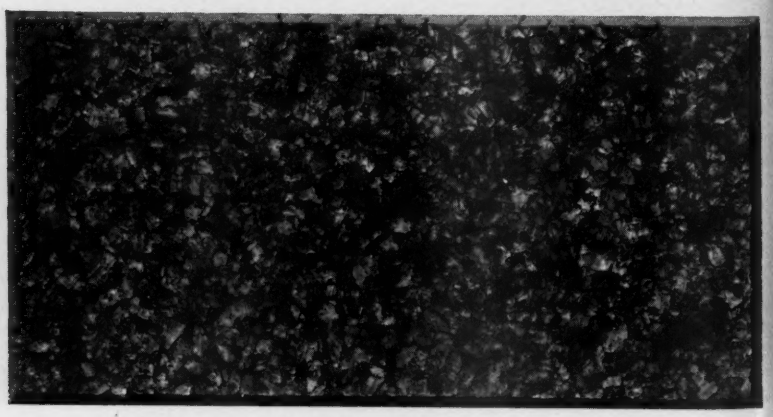
Most power boats have a bulkhead which stretches completely across the boat forward of the engine but the situation aft varies considerably. If there is bulkhead aft, it is usually best to build a light partition on which to mount the sound-absorbing material rather than carry it on back under the entire floor, a proceeding which would be necessary for a really thorough job. In the interests of ventilation, of course, no bulkhead should be carried all the way to the keelson. Most power cruisers have large ventilating ducts leading from outside the cockpit and deckhouses to the engine compartment. If your boat does not have similar ducts, make certain that the engine is provided with adequate air for cool-



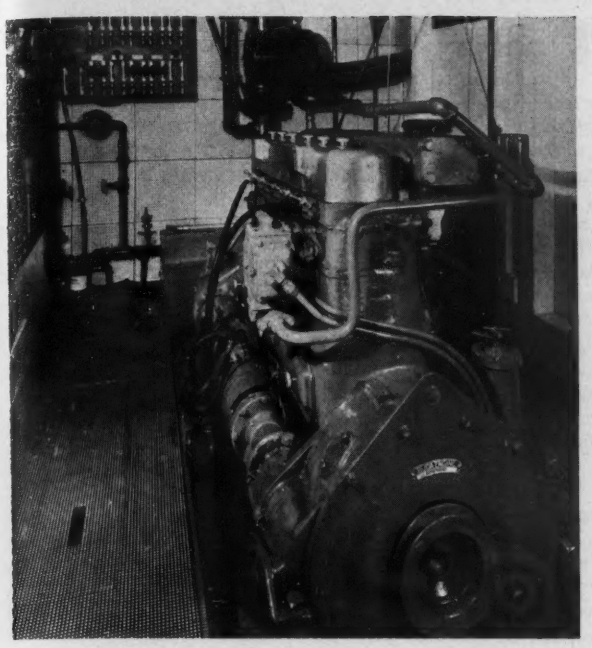
A partition faced with Burgess Acoustipad worked into the engine compartment of a Wheeler Cruiser



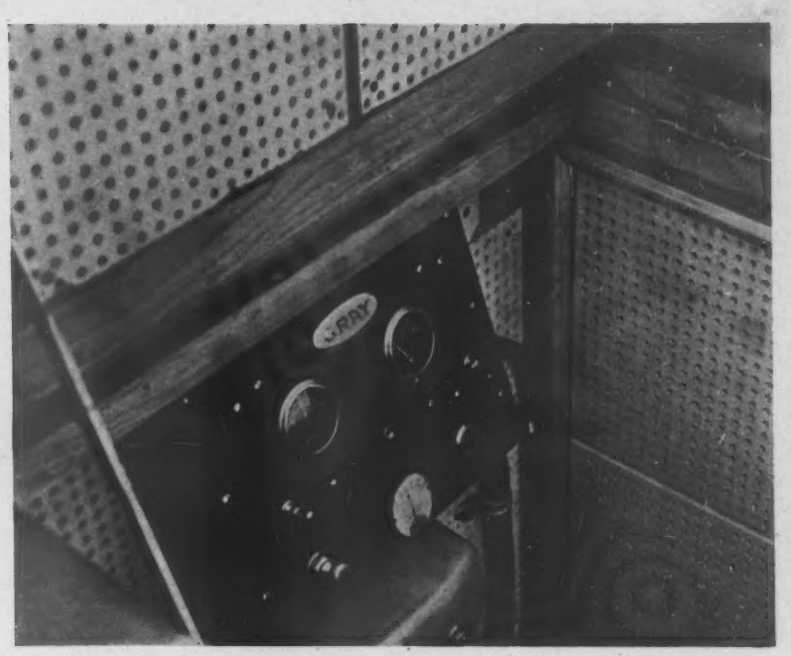
Johns-Manville Transite Acoustical Pad consists of a soft pad plus a hard, perforated facing



"Marine Cork" is used extensively in sound insulating Matthews Cruisers



Left — The engine room of the 60′ motor sailer Diana *is thoroughly sound insulated*



Right — All sides of the engine compartment of the New York Yacht Club 32's are lined with sound-absorbing material

ing and combustion from other sources.

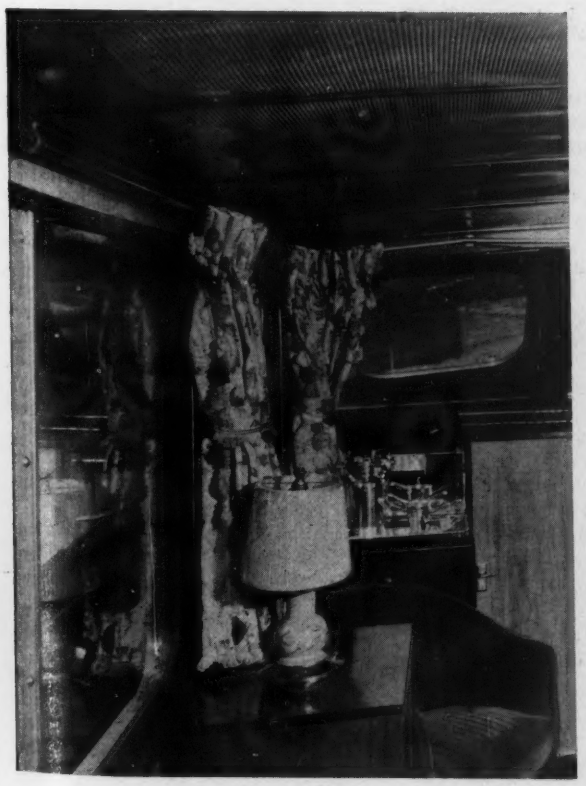
After the sound absorbing material to be used has been selected, as much of the interior of the engine compartment as possible is lined with the material. The hatches directly over the engine are of primary importance; next, other parts of the floor, then the bulkheads, and finally the sides of the boat. No "holidays" should be left in applying the sound-absorbing material, as sound behaves peculiarly and many a decibel can pour through a very small opening. We recall one fine boat which lost over three-quarters of the efficiency of the sound insulating job through failure to cover the back of the companion way steps which formed part of the forward bulkhead. As all of the absorbing materials are easily cut to shape, there should be no difficulty in filling all the corners.

Few of the stock builders line the sides of their boats as the planking and frames are rigid and have mass and no occupied portion of the boat lies outside them. Deck beams and frames are not usually covered with the actual absorbing materials although the perforated facings of Transite, Micarta, etc. used with some of the materials is normally carried right over deck beams. It is not advisable to run the sound-absorbing material below the ordinary level of bilge water as even cork will lose some of its absorbing efficiency after exposure to water for any length of time.

Thorough job produces surprising results

There are, of course, few bulkheads which offer an absolutely clear, untrammeled surface on which to mount sound-insulating material. Most of them function as mounting places for switchboard, wiring, shelves, tool boxes, and the like. If possible, these should be removed and remounted after the insulating material has been applied. As an alternative, it may be possible to erect a special shield of absorbing material just as the Wheeler Shipyards have done on some of their first sound-insulated cruisers.

A thoroughly executed job of the type described will cut the noise emanating from the engine down to a mere whisper; in fact, so much that the sound of the water rushing by along the side, the hum of the propeller and the exhaust noises will predominate. If you care to go a step farther, as Matthews and Wheeler have done, the underside of cabin tops and deckhouses can be lined with the same or similar absorbing materials which cut off heat from the sun above as well as absorb sound waves reverberating from the water, the exhaust, and the few still emanating from the engine. This treatment makes these roofs and cabin tops sound absorbers rather than sound echoers.



Burgess Acoustipad, as used on the underside of deckhouse roofs to prevent reverberation on Wheeler cruisers

Having mentioned mufflers, we add that considerable development has recently taken place in these very essential items and greatly improved units and whole new exhaust line assemblies are available which permit an almost noiseless exhaust.

There are many sound-absorbing materials available but comparatively few are suitable for small boat use. The properties to be considered along with the noise reduction coefficient are weight, affinity for moisture, resistance to fire, durability of outer surface and "paintability," all for obvious reasons.

Many of the materials present a hard, durable surface of metal, Transite or Micarta, perforated with many holes, the theory being that the sound waves which strike between the holes will be deflected into them.

Among the most suitable of the sound-absorbing materials for boat use are:

"Marine Cork" made by the Cork Insulating Co., an oven dried baked process cork (the only type suitable for marine use). This has a high coefficient of sound absorption, is light in weight, will not absorb moisture from the air, is more resistant to fire than wood and has a comparatively hard, smooth surface which can be painted with acoustical paint. It is the only absorbing material which exerts no capillary action when immersed in water. This cork is made in 1″, 1½″, 2″ and 3″ thicknesses. It is being used by the Matthews Co. in sound-insulating its complete line of power cruisers.

Johns Manville Transite Acoustical Tile Pad consists of a 1″ pad plus an ⅛″ perforated Transite facing. This is well suited for marine use except that it is quite heavy, weighing over two pounds per square foot.

The Celotex Company offers Acousti Celotex B for marine use. This material is 1¼″ in thickness and has perforations which are 1⅛″ deep.

The lightest sound-absorbing material is the Burgess Acoustipad made by the Burgess Battery Co. This consists of a patented sheet of perforated 26 gauge metal over a 1″ flame-proofed Balsam wool blanket. The combined weight per square foot is about ½ lb. This material will remain soggy if wetted down with salt water but stands well in other respects. It has been extensively used by the Wheeler Shipyards in some fine sound-insulating work on their cruisers.

The materials mentioned above are equal or superior to ordinary painted wood in resistance to fire. Most of them come in 12″ x 12″ blocks and all can be worked with ordinary carpenter's tools. They are usually fastened with nails or screws.

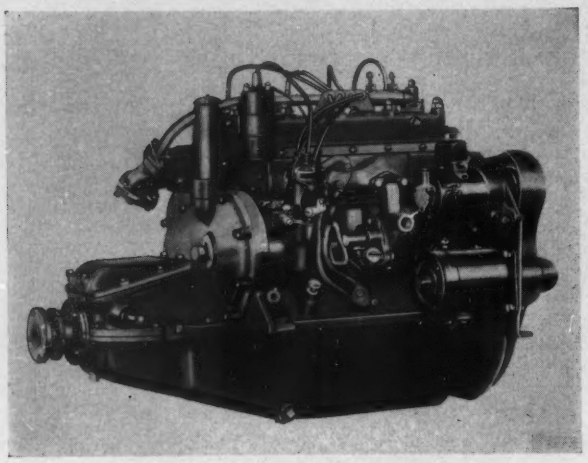
Their cost varies only slightly, being in the neighborhood of twenty cents per square foot for the absorbing material plus any facing that may be required.

Cost is small consideration

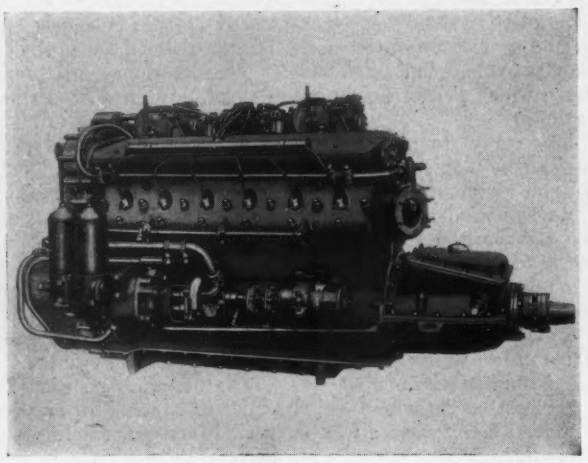
Although there is much which requires attention in accomplishing a really thorough job of sound-insulating the results obtainable are well worth the cost. The less thorough job, too, is also very much worthwhile. Merely lining the under side of hatches directly over the engine helps a great deal and there's many a small power cruiser and auxiliary with the engine housed in a demountable box or small compartment which could be lined with sound-absorbing material at small cost and negligible inconvenience.

Sound waves, unlike light waves, tend to trickle through perforated facings and are thus completely absorbed

Lycoming Adds New Four to Line of High Speed Engines



The new Lycoming Four delivers 58 hp. at 3400 r.p.m.



The 325 hp. Lycoming Twelve cylinder engine

PRACTICALLY every record made in the 225 cubic inch Hydroplane Class in 1936 was made by a boat powered by Lycoming's 223 cubic inch 175 hp. engine. When any engine leads the field as decisively as that one of the surest ways of continuing that success is to stand pat. And that is exactly what Lycoming is doing as far as this engine is concerned. They don't feel that it is exactly perfect — but do believe that its outstanding record of dependable performance should not be jeopardized by incorporating any supposed improvements without thorough and lengthy tests.

There is no denying that dependability is the greatest single factor in winning motor boat races in all classes. Go down the list from the Gold Cup Class to the tiniest outboard and you'll find that almost invariably the drivers with the greatest number of wins also had the greatest number of finishes. Then look at the record of the 225's at the President's Cup Regatta, for instance, and you'll find that seven of the nine starters were Lycoming powered and all seven of these finished — so their 6–175 will continue to deliver 175 hp. at 5000 r.p.m.

Specializing in high speed engines from 58 to 375 hp. the Lycoming Manufacturing Co. realizes well the importance of dependability all through their line and consequently are reluctant to make any radical changes until they have thoroughly proven themselves.

For 1937 the only real change is in their smallest four cylinder model henceforth to be known as the 4–58. In this engine the bore has been increased from 3 1/8" to 3 5/16", giving a displacement of 134 cubic inches instead of 119, and 58 hp. at 3400 r.p.m. A new updraft carburetor with flame arrester has been adopted and also a new cylinder head incorporating cored water passages which eliminates several lengths of copper tubing.

Similar heads are being utilized on all the Lycoming L head engines.

The table below gives the ratings of Lycoming engines for 1937:

Model	*Disp. Cu. In.*	*HP.*	*R.P.M.*
4–58	134	58	3400
6–85	210	85	3000
6–105	223	105	3500
6–175 (Racing Six)	223	175	5000
8–125	291	125	3400
8–165	420	165	3200
12–325	1010	325	2500
12–375	1010	375	2750

2 to 1, 2.44 to 1, 3 to 1 } reduction gears available on all models.

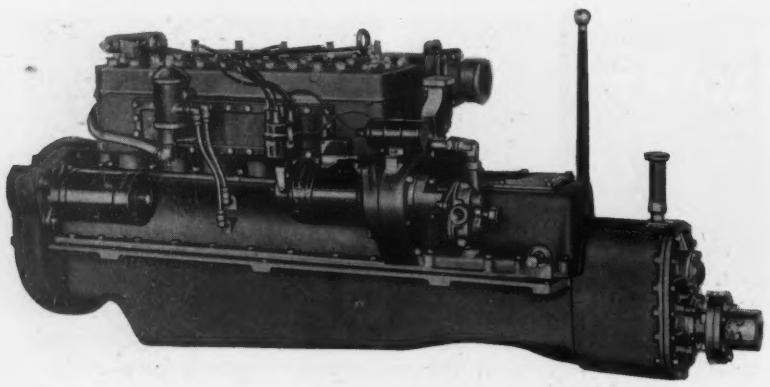
Right and left hand rotation on all models.

More Power and Less Weight in the New Universal Cruiser Six

ONE way in which a manufacturer can improve an engine is to step up the horsepower turned out by changing the compression ratio, improving the manifolding, etc.; another way is to cut down weight and size while delivering the same horsepower; a third is to improve the operation of the motor by incorporating new and improved parts such as gears, oil pump, etc.

Engine builders are usually satisfied with improvements in one of these categories so when we discover anything as extensively improved in as many different ways as the new Universal Cruiser Six it is unusual indeed.

The certified horsepower rating of this new Six is 90 hp. at 2800 r.p.m., as compared to 65 hp. at 2500 in the preceding model. This big 40% increase has been brought about without increasing the piston displacement a single cubic inch, it still remains 260 cubic inches. New aluminum pistons and connecting rods, higher lift cams and a higher compression ratio have been developed and are the principal contributors to the increased horsepower. Another factor which can't be overlooked is a somewhat less conservative rating, more in line with those of other engine manufacturers.



The substitution of aluminum has, of course, resulted in considerable saving of weight. This saving plus additional savings of a few pounds here and there in the new timing and reverse gears has meant a total reduction of 75 pounds, the new total weight of the straight drive model being 875 pounds. Length and width have also been compressed, the former to 49 15/16 inches from 53 7/8 and the latter to 19 7/8 inches from 21 9/16.

Among the improved parts and accessories are a new gear type oil pump providing higher oil pressure, a new type manifold for more uniform cooling, new helical cut silent timing gears and a new, more efficient oil cooler. For greater safety, there is a new Underwriter's approved carburetor equipped with flame arrester, and the mechanical fuel pump has been re-located on the carburetor side of the engine. For greater convenience the oil filler has been re-located to the reverse gear end.

As Universal has always specialized in motors for repowering they are preserving the very distinctive feature of the narrowest width between bolt centers of any motor anywhere near this size — only 13 inches.

Among the unusual Universal features retained in the new Cruiser Six is the removable cylinder block which separates the cylinders from the crankcase housing. Of course, when everything is running smoothly there is no particular advantage in this type of construction. But some time in the life of every engine, bearing or connecting rod trouble of some kind is bound to require taking the engine down. Then it is much simpler to move four comparatively light sections than to have to remove the whole heavy engine from its bed as a unit especially when there are immovable roofs or floors above and many corners to turn before the engine is entirely clear of the boat.

The reduction gear model of the Cruiser Six which has been very popular will, of course, be continued, with the same improvements incorporated in the straight drive. This is of the built-in type with a ratio of 2 1/4:1 and silent herringbone type gears.

ACCESSORIES AND EQUIPMENT

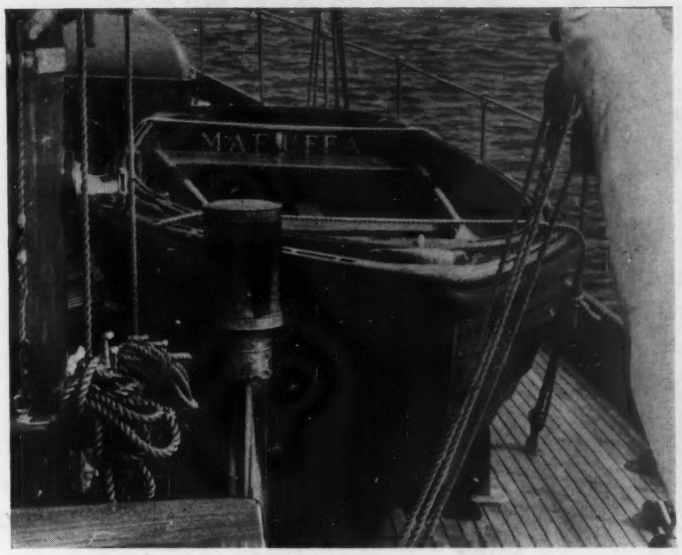
TWO TENDERS IN THE SPACE OF ONE

BILL DYER of the Anchorage, Inc. and Phillip L. Rhodes of Cox & Stevens have recently worked out a very serviceable adaptation of an old principle — a 12′ Jolly Boat which forms so perfect a nesting place for the popular 10′ Dyer D dinghy that you have to look twice to see more than one boat.

The sailing dinghy, developed and popularized by the hardy Frostbite sailors has opened up a whole new field of year round enjoyment for the owner of any power cruiser or sailing craft large enough to carry a tender. There's so much fun in nosing around any anchorage or harbor under sail in these little boats that their function of tender is frequently relegated to second place. We've seen many a man mutter and fume about the urgent necessity of getting ashore while his guests sailed blithely about, a half mile away, in the only tender.

The thwarts of the Jolly Boat are removable and the kapok fenders on the D dinks are all the chafing gear required. When lashed together the two can be easily lifted and slung on a single pair of davits or chocks. In fact, wherever carried the two boats take up no more room than a single 12 footer.

The Jolly Boat's size makes it ideal for use as an all round tender. If desired the Jolly Boat may be had with centerboard and lug rig.



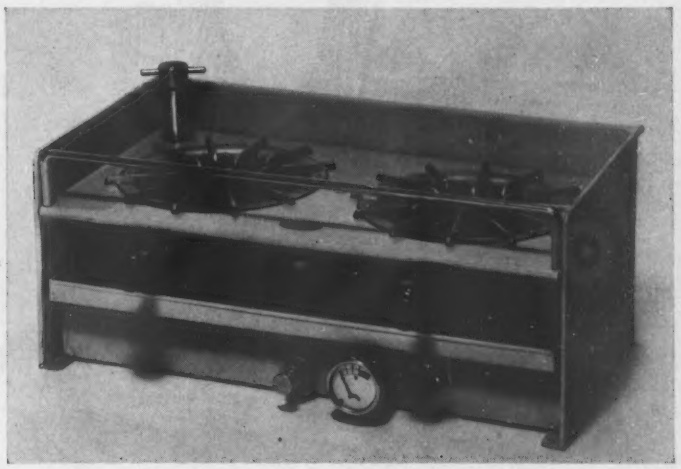
AN IMPROVED PRESSURE ALCOHOL STOVE

THE handiest type of stove we've ever run across is the pressure alcohol type, in which stove and fuel tank are combined in one. No connections, fuel lines or auxiliary tanks are required and the whole stove can be very easily stowed as a unit if no permanent position for it can be found. Alcohol, of course, produces a very hot, easily regulated flame and if a good grade of burning alcohol is used no trouble from clogging or objectionable odor will result.

The Perkins Marine Lamp & Hardware Co. has just introduced an improved stove of this type with several advantages designed to make it 100% fool-proof. First is the pressure gauge which has a plainly marked red danger section above the three pound mark; the tanks, however, are all tested at many times this pressure so that a large factor of safety is allowed. Second, the tank itself is made of heavier gauge metal and reenforced with two riveted and soldered baffle plates to eliminate all possibility of bulging even though you pump the needle right off the gauge.

The removable tray provides an easily cleaned and dumped receptacle for unvaporized alcohol and overflow soup, etc. The filler outlet is topped with a male plug with fine threads and a heavy lead washer. All "Perko" stoves are now finished in a synthetic silver finish which is impervious to alcohol.

In a recent operation test one pound of air pressure kept both burners operating continuously for four and one-half hours.



FOLDING CHAIRS FOR BOAT USE

MANY power cruisers of medium size are rather lacking in facilities for comfortable steering. Very often the helmsman's legs are the only thing aboard which will keep him up high enough to capably handle the wheel. On long tricks those legs get pretty tired. There is a partial solution to this problem in this folding pilot chair which allows the helmsman to sit with his eyes at "standing" level. A good spread in its rubber shod legs makes this chair a very serviceable piece of equipment for smooth water use. It folds up as compactly as chairs of conventional height.

Folding chairs are, of course, almost as old as yachts but here is one designed expressly for boat use. It is built of hardwood with mahoganitone finish. The covers are khaki with a nautical imprint; the feet are, of course, rubber cushioned. The hardware is brass, to stand up in salt laden air.

Leading marine hardware dealers have both of these chairs.

SCRIPPS ENGINES PROVIDE RUBBER MOUNTINGS

ANY doubt as to the permanence of the movement toward the reduction of sound and vibration in modern boats is rapidly being dissipated by the increasing number of builders of both boats and engines who are adopting vibration reducing equipment.

The Scripps Motor Company is one of the most recent contributors to these improvements. In instituting a suspension type rubber mounting as standard equipment on their full line of engines from 25 to 300 hp. they are the first to include this equipment on engines larger than 150 hp.

These mountings have been thoroughly tested on motors of various sizes during the past season.

These rubber insulating units are arranged to give maximum freedom of movement in the vertical plane and also have flanges projecting inward which allow the propeller thrust to be absorbed. Thus the rubber is placed in both shear and compression.

The most novel feature of this mounting is the pair of adjustable set screws which permit the engine to be raised or lowered 3/16″ to compensate for changes in the shape of the boat after launching, and any other change in position of the engine.

Live rubber is vulcanized to both side plates with the attaching screws so arranged that there is no metal contact at any point. They can be offset to fit an engine bed of uniform depth or set upside down if necessary

ARE You On the Horns of

THE SEA GOING DILEMMA FISH

Being Public Nuisance No. 1 in Our Marine Rogues' Gallery

For piscatorial peskiness, this ornery so-and-so takes the barnacle-lined bathing suit. He's so mean he makes a tiger shark look like a minnow. If you're confused about engine lubrication . . . you're his meat. Our eminent oceanographer, Dr. Seuss, shows you what *that* means. Quick! Foil the critter! Full speed for the Essomarine sign!

a Sea-Going Dilemma?

Profit by the Sad Example of These Two Luckless Mariners, Caught on the Antlers of Oil and Grease Uncertainty... Steer for the Essomarine Sign and Rely on the Leader of the Oil Industry!

When you least expect him, the Dilemma Fish lurks in the offing ready to horn in. He sniffs carbon, sludge and other crankcase residue as quickly as a pointer gets wind of a partridge. And before you know it, there you are—high and dry. Or maybe not so dry.

Engines that give that dying gasp are music to his ears . . . and before you can say "poor lubrication" he tosses 'em aloft like eggshells.

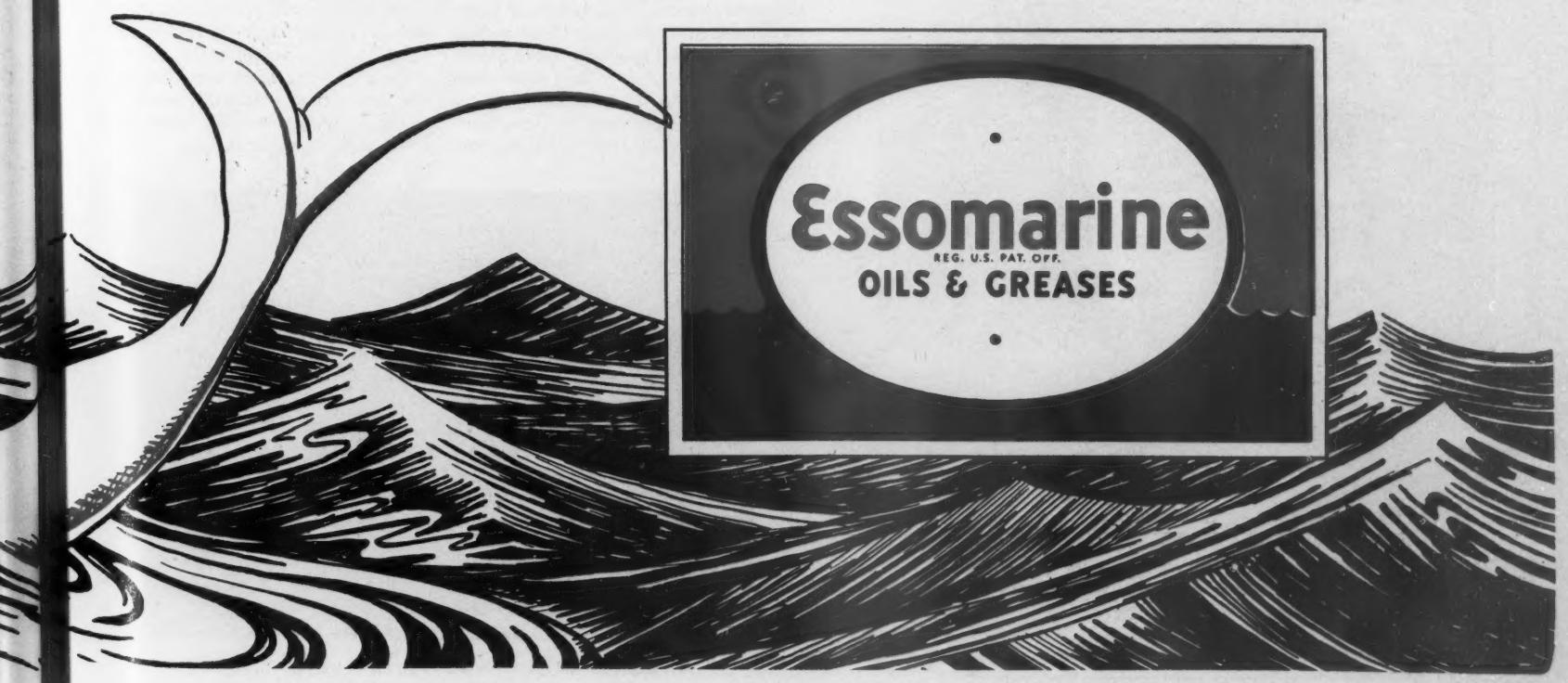
In fact, there's only one thing this dingbat of the deep is afraid of. And that's an Essomarine-protected boat. He's been known to detour miles away and fathoms down to escape from the tough, friction-proof film of oil protection you get at Essomarine stations.

You'll see the red, white and blue Essomarine sign from Canada to Texas. It spells defeat to the Dilemma Fish . . and *Happy Cruising* to the yachtsman. Make it a rule to tie up at that friendly sign...emblem of the world's leading oil organization.

See the Dilemma Fish and Other Monstrosities of the Deep at the Essomarine Exhibits: National Motor Boat Show, Grand Central Palace, New York City, Jan. 8—16. Sportsmen's Show, Mechanics Hall, Boston, Mass., Jan. 30—Feb. 6.

PENOLA INC. • 26 BROADWAY • NEW YORK CITY

Essomarine Oils and Greases are distributed by these major oil companies: Standard Oil Company of New Jersey — Colonial Beacon Oil Company, Inc. — Standard Oil Company of Pennsylvania — Standard Oil Company of Louisiana — Standard Oil Company (Inc. in Kentucky) — Standard Oil Company (Ohio) — Humble Oil & Refining Company — Imperial Oil, Limited (In Canada).



TUF-FLEX: A TREMENDOUSLY STRONG GLASS

ANYONE who has taken part in an ocean race and witnessed the behavior of a small sailing vessel being driven into a head sea knows very well the punishment that decks and cabin houses take from the sheer weight and force of water thrown against them.

Even comparatively light power cruisers operating at any speed in a head sea can throw the tops of waves back hard enough to endanger ordinary plate glass windows.

Designers with due respect for the forces which must be combated at sea have, in the past, found the size of portholes, skylights and decklights limited by the physical properties of glass. This has in turn limited the amount of light and ventilation available below decks on real sea-going sailing yachts.

Tuf-Flex, a recently developed heat-strengthened glass made by Libbey-Owens-Ford, seems to make possible considerable increase in the size of these light-transmitting agents without sacrificing strength. It is made by heating ordinary plate glass until it is almost plastic. It is then cooled suddenly by subjecting it to blasts of air creating high strain. This process develops high compression on the outer skin or surface of the glass, while the interior is under tension in the opposite direction.

This process gives Tuf-Flex five distinct advantages over ordinary glass. It is approximately five times stronger, will bend and twist far beyond the breaking point of ordinary plate glass, is impervious to sudden changes of extreme temperatures and if broken under severe strain it crumbles into innumerable pieces, much like rock candy, relatively harmless compared to the sharp, jagged slivers of ordinary glass.

We saw several very convincing tests of Tuf-Flex' unusual properties. A two pound steel ball dropped from a height of eight feet bounced harmlessly off a pane of this glass. The illustration shows a pane of Tuf-Flex resisting the severe strain caused by pouring molten lead on a pane resting on a block of ice.

The navy and many recently built passenger vessels have used considerable Tuf-Flex. The *Normandie*, for instance, used this glass in several exposed places requiring almost the strength of steel plate. Large vessels save many tons by using Tuf-Flex in place of greater thicknesses of ordinary plate glass.

Of course, there are other characteristics such as appearance and height of cabin trunks, etc., which limit the size of portholes, skylights, etc., on small boats but wherever the strength of glass is a consideration Tuf-Flex should offer increased possibilities.

If you are unable to obtain locally the articles described send a stamped, self-addressed envelope to "Beachcomber" at YACHTING, 205 E. 42nd Street, New York, N. Y., and he will be glad to supply full information.

A NEW SINK OR SINK AND DRAINBOARD OF MONEL METAL

ONE of the surest and most practical ways of improving an old boat is sprucing up the galley. The sink, drainboard, etc., get a lot of hard use and naturally show it badly. New boats have been using quite a bit of shiny new metal of various kinds and varying degrees of durability. Monel is tops for this service.

The International Nickel Co. has just introduced the Monel metal sink and sink and drainboard combinations shown here. Both are drawn from single sheets of 16 gauge metal so that there are no joints whatsoever. The sink alone measures 12″ x 18″ x 6″, a standard marine size, and with the drainboard is 24″ wide by 21″ deep. By having the drainboard and sink all in one piece, any water which slops out will drain back in, instead of dribbling down to the floor or locker below. The drain outlet at the bottom is of conventional size.

Monel of course retains its brightness indefinitely, and is very easy to keep clean. The cost of these sinks is only about half again as much as the ordinary enamelled iron.

COLUMBIAN INTRODUCES MONEL PROPELLERS

BOAT owners who are forced to operate their boats in waters contaminated by driftwood and other hidden obstacles or in shoal waters where there is danger of the propeller race sucking up foreign bodies from the bottom are thoroughly familiar with the frequency and extent of damage to their propellers. At high speeds, particularly, the slightest contact with anything denser than water can put an awful dent in a blade. Damage serious enough to require drydocking and propeller replacement often occurs several times a season.

There is one school which feels that propellers should be of a fairly soft metal which will bend under impact and thus avoid more serious damage to struts and shafts. However, the experience of several Department of Commerce and Army Engineer Corps vessels which have used specially made Monel metal wheels for over five years does not bear this out. The Engineers' cutter *Wah-Te-Wah*, operating in New York harbor, previous to 1931 had often been hauled as frequently as every six weeks to repair or replace damaged wheels. The original Monel wheels which were installed then to remedy this condition are still in service. The 78-foot patrol boat *Siwash*, well known all along the Atlantic coast, installed Monel shafts and propellers last spring, after they had proved themselves thoroughly in a year's service on her 18′ tenders.

As a result of the fine service record attained by the special Monel propellers the Columbian Bronze Co. will henceforth make them standard items.

Immune to the corrosive action of salt water and several times as strong as the materials commonly used for propellers Monel will withstand very severe shocks. Where bending does occur as a result of unusual circumstances, blades can be hammered back into shape without difficulty.

Thirty of the most commonly used size and pitch combinations will be available. Others will be added as the demand justifies them.

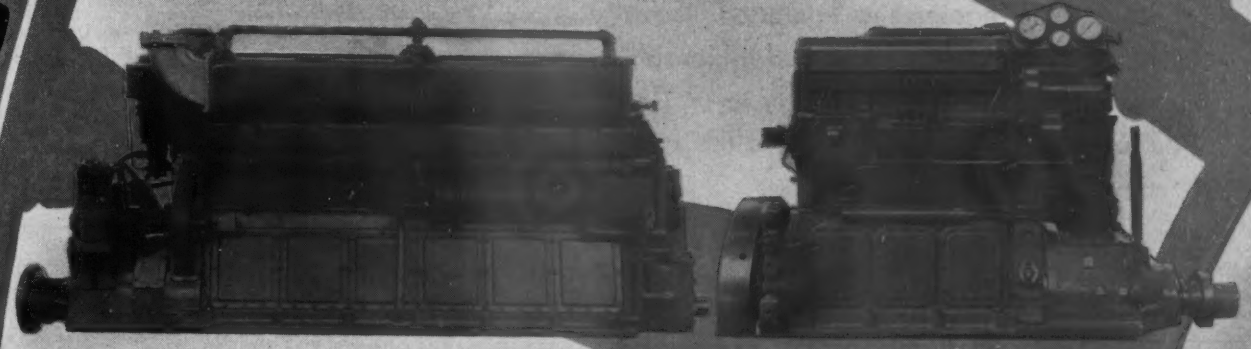
Columbian Monel metal propellers on the patrol boat "Siwash"

TWO of the most recent additions to the Cooper-Bessemer N-Line of marine Diesel engines will be exhibited at the Motor Boat Show in New York, January 8 to January 16.

If you are unable to attend the Show, our nearest representative will be glad to tell you why these modern N-Line features constitute the greatest forward step of the century in Diesel RELIABILITY, Diesel CONVENIENCE,

COOPER-BESSEMERS at the MOTOR BOAT SHOW

- Diesel sturdiness built into every piece and part.
- Thru-bolt construction carries all heavy stresses.
- Cylinder liners firmly bolted to cylinder heads.
- Heavy-duty crankshaft, connecting rods, bearings.
- Complete pressure lubrication to wearing parts.
- Patented wrist-pin construction, for longer life.
- Patented atmospheric-relief constant pressure injection.



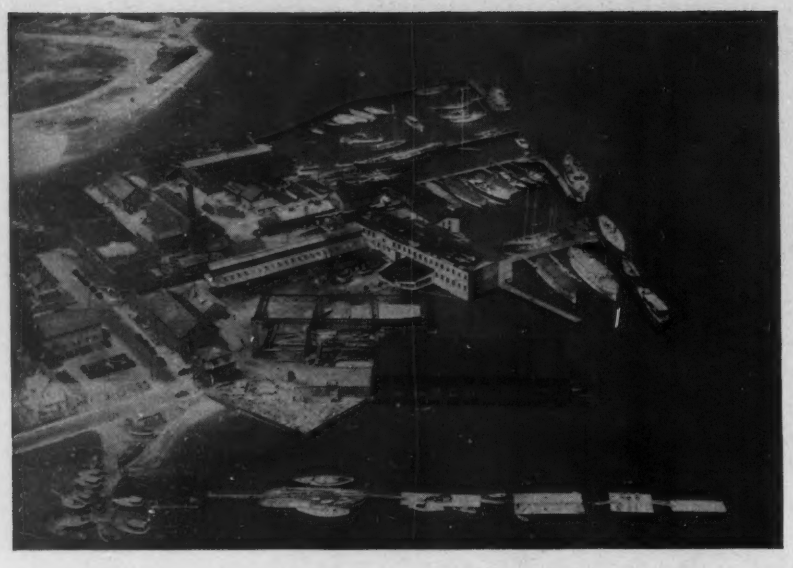
TYPE GN — Rated from 35 H. P. per cylinder at 300 r. p. m. to 75 H. P. per cylinder at 600 r. p. m. Engine illustrated is direct-reversing, and equipped with sailing clutch.

TYPE EN — Rated from 25 H. P. per cylinder at 450 r. p. m. to 40 H. P. per cylinder at 700 r. p. m. Available in 3, 4, 6 and 8 cylinders. Engine illustrated is equipped with marine gear.

THE COOPER-BESSEMER CORPORATION

Mt. Vernon, Ohio — PLANTS — Grove City, Pennsylvania

25 West 43rd St. New York City
Mills Bldg. Washington, D. C.
Hoffar's Limited, Vancouver, B. C.
53 Duncan St. Gloucester, Mass.
Esperson Bldg. Houston, Texas
640 E. 61st St. Los Angeles, Calif.
The Pacific Marine Supply Co. Seattle, Washington



Since 1866

The name of George Lawley & Son Corp. has been a by-word of fine yacht construction. Our facilities and services have expanded during the years to include today every detail in the construction of a boat from lead form to topside paint.

At present hull No. 1100 is being built and small boat No. 1830 is also under construction. Included in construction jobs on hand are orders from four different naval architects.

The Lawley yard has pioneered many innovations in gear and equipment which constitute today's racing necessities. The most recent improvement in equipment which can be installed on any sail yacht is the Tamm's Roller Reefing Gear (pat. applied for). Several prominent yachts have included this as standard equipment. Interested yachtsmen can receive more detailed information on this gear by writing directly to us. Spar problems in general will receive the attention of expert fitters.

⚓

GEORGE LAWLEY & SON CORPORATION

BOSTON, MASSACHUSETTS

Talbot 7200

British Yachting Notes

Interpreting the International Rule

SOME particularly interesting points came up for discussion at the meeting of the Permanent Committee of the International Yacht Racing Union which was held at the Royal Thames Yacht Club on November 26th. For some time it had been realized that there were differences of opinion in various countries as to the meaning of certain of the measurement rules, and it had become obvious that uniform interpretations would have to be agreed upon in order to avoid international misunderstandings.

Paragraph 20, in Section III of *Instructions to Measurers*, has, in particular, given rise to disagreements as to its application. This clause, which deals with the method of measuring "overhang girths," clearly states that they are to be taken at "the shortest chain girth" measurement between certain marks and it is difficult to understand how any other method could have been suggested. It has, however, been maintained in at least one country on the continent that the measuring tape should be made to follow the line of the section. If this were so, there would be no reason in specifying "the shortest chain girth" as there can be only one "girth" *around* any section. It has now been made perfectly clear that, of any possible chain girths, the *shortest* must be taken.

Another regulation which has been misunderstood is that which relates to hollows in the surface of the hull above the load water line plane. It has been thought, in at least one continental country, that hollows abaft the after girth station were allowed, if such hollows were directly the outcome of the hollow in the profile above the load water line and between the after girth mark and the water line. On this point, also, the Permanent Committee's ruling is now quite clear. There must be no hollows whatever in the surface of the hull at any point abaft the after girth station.

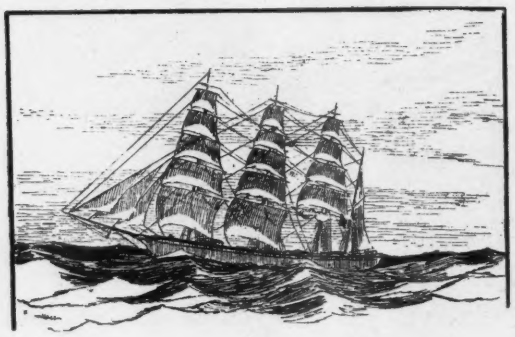
A new rule has been adopted which will deal effectively with the size of headsails. The fairlead on deck for the sheet of the Genoa jib must not be more than three metres abaft the after side of the mast in the case of Six-Metre yachts, and four metres in the case of an "Eight." A limit has also been placed on the height of the top of booms above the deck. This is to be 1.1 metres for the "Sixes" and 1.2 metres for the classes from Eight- to Twelve-Metres.

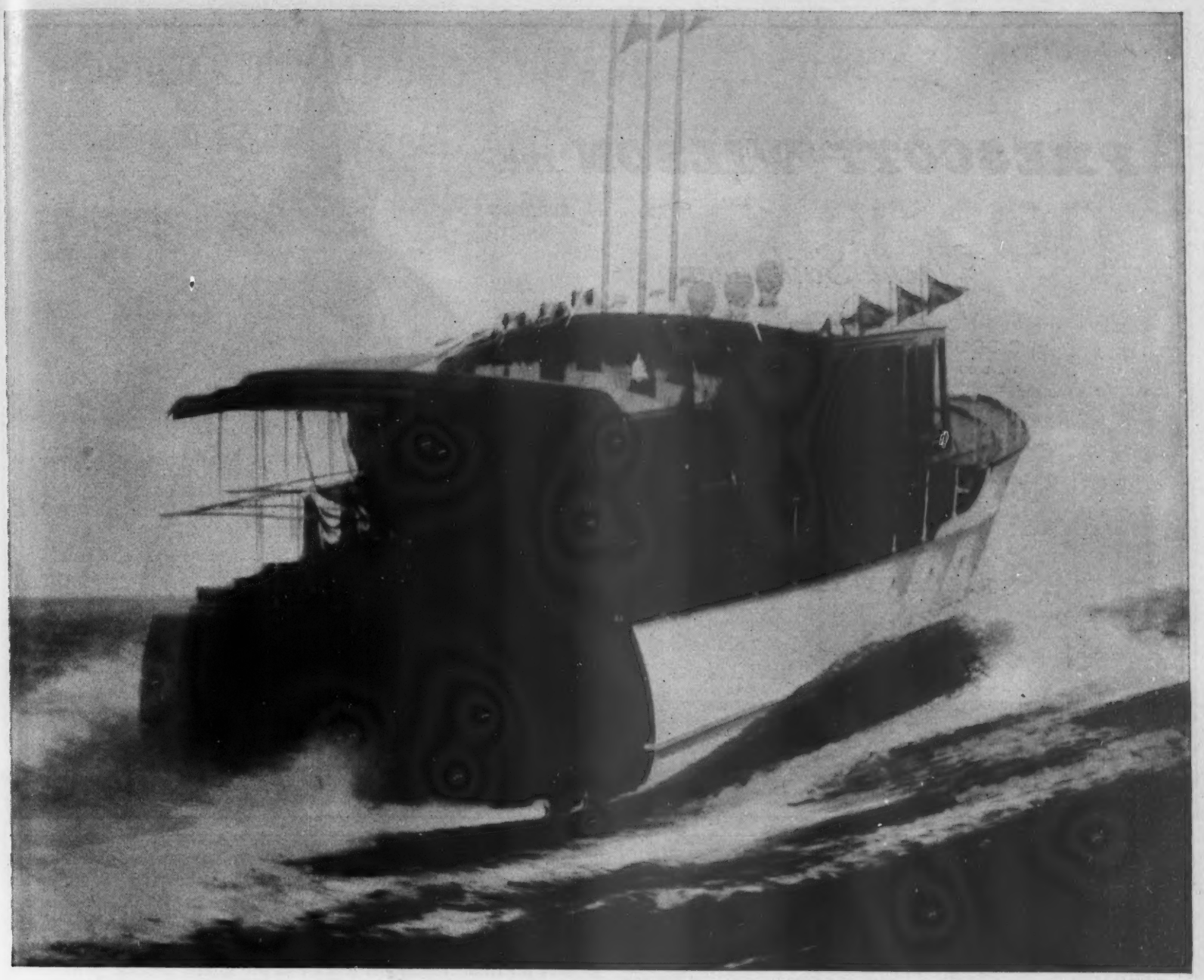
\+ + +

A change has been made in the method of measuring the area of Bermuda mainsails. In place of the "diagonal," the length of the boom from the after side of the mast to the black band on the boom is to be taken. This regulation not only simplifies measurement but also obviates the objection to a new mainsail being fitted without remeasurement.

In the future, loose-footed mainsails will not be allowed in any of the International Classes from Twelve-Metres downward. This regulation may not find favor with those yachtsmen who like experimenting with different types of sail but it is probably a wise move and is likely to be generally popular.

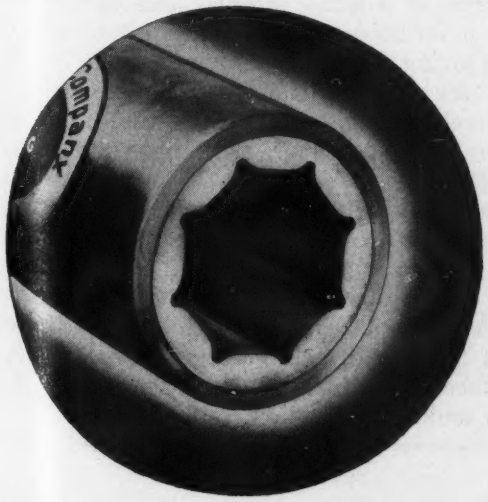
There is to be no limit as to the width of spinnakers in the classes from Twelve-Metres downwards but the maximum length of the luff and leech must conform to the present I.Y.R.U. rules. That is to say, they must not exceed 80 per cent of the square root of the sum of the square of the height and the square





THERE'S A CURE FOR THIS

HERE'S a nuisance no boat owner should put up with. It's too easy to stop. Vibration detracts from your own boating pleasure first of all. It detracts from your pride in your boat's performance when friends come aboard.



True, some of it comes from the engine. *But you may be giving the engine more than its share of the blame.* A tapping or light pounding at slow speeds, a perceptible shaking at high speeds, often so bad it makes you slow down to get rid of it — are signs of bad stern or strut bearings or worn propeller shaft.

What to do

If you are buying a boat make sure it has Goodrich Cutless bearings. Many builders furnish them as *standard equipment*. If you are keeping your old boat just ask for them at your shipyard.

Saves shaft wear

The comfort and smoothness you get with a Goodrich bearing are *free;* this bearing saves you *more* than its small extra cost. You don't buy new bearings for years; you have *no perceptible shaft wear.* With a hard bearing you probably have to replace shafts every three years — maybe oftener. Sand and grit can't score either shaft or bearing when you use rubber, and the shaft spins even more freely than in any other type of bearing.

Ask your builder, your shipyard — or write for free booklet with price list:

LUCIAN Q. MOFFITT, INC.
National Distributors
AKRON, OHIO

Goodrich *Cutless* Bearings

PRESCOTT WILSON INC.

Formerly BURROWS

Yacht Sailmakers

2 SOUTH STREET, NEW YORK CITY
TELEPHONE · BOWLING GREEN 9-9068
CABLE "Winners"

Seven Seas
Champion Twelve-Meter

USING PARACHUTE OF OUR DESIGN.
NOTE EFFECTIVE USE OF THIS SAIL
WHEN REACHING

of the base of the fore triangle, plus 2.5 metres; as expressed by the formula:

$$0.8\sqrt{I^2+J^2}+2.5 \text{ M.} = \text{Maximum length of luff and leech}$$

A continuous wire is to be run for the length of luff and leech. This alteration in the rule should lead to some interesting experiments in the shape of spinnakers. It should also give general satisfaction as it does away with the most unsatisfactory feature of sail measurement. By the old method of approximating the measured area of a spinnaker to its actual area, it was possible to come fairly close, if great care were taken, but the measured area would vary with the weather and a sail after some use was also practically certain to vary — perhaps considerably — from its measurement in an unused state.

\+ + +

A request was received by the Permanent Committee from the Swiss National Authority (the Société Nautique de Genève) to intervene in the matter of the disqualification of the Swiss Six-Metre yacht which competed in the Olympic yacht races at Kiel last summer. It will be remembered that this yacht was disqualified for having, as one of her crew, a man who it was decided was not an amateur within the meaning of the Olympic Games rules. Why this request should have been brought before the I.Y.R.U. Committee is not clear as the responsibility for settling questions of this sort rests with the Olympic Games Authorities. The Permanent Committee, very properly, decided that the subject was outside its jurisdiction.

\+ + +

There was, however, a matter of great importance — and one which, if accepted, may have far reaching consequences — which was brought to the notice of the committee. This was Harold S. Vanderbilt's proposed revision of the sailing rules relating to the "right of way." Mr. Vanderbilt's proposals have, I understand, been widely circulated throughout America and Europe and the amendments they suggest include some most drastic, not to say revolutionary, amendments to the world wide rules governing the right of way in yacht racing. While it appears possible that certain minor adjustments to the sailing rules may in the near future be sanctioned, after further consideration, it may be taken as certain that no radical changes will be made in the general principle of rules which are the outcome of many years of practical experience.

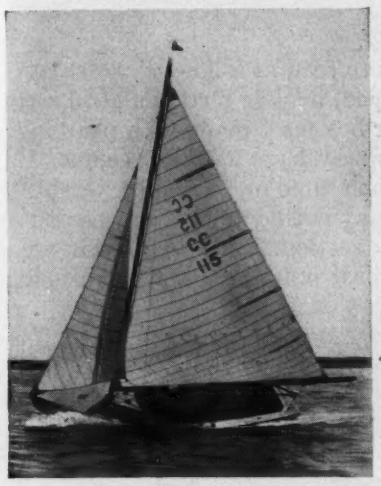
Quite apart from any views which may be held by members of the I.Y.R.U., I have heard the opinion expressed by many practical yachtsmen that any drastic changes in the sailing rules, such as those suggested by Mr. Vanderbilt, are highly undesirable. Any changes that may be made should be in the direction of upholding and strengthening the spirit of the rules as they stand at present, and *not* in that of undermining their influence in supporting the rules of the road at sea.

\+ + +

An item of news which is bound to be of interest to American yachtsmen is that the Royal Ocean Racing Club has received permission from the Yacht Racing Association for yachts competing in the club's races of a hundred miles and upwards, to sheet headsails to the main boom. This ruling is bound to give satisfaction to deep sea racing men, as not only will it enable them to make more effective use of headsails but it will tend greatly to reduce chafing and, thereby, expense. It is probable also that the use of double spinnakers will be permitted, with the provision that no sail may be set abaft the mast when the second spinnaker is hoisted. I believe that I am correct in thinking that Sherman Hoyt is in favor of both these regulations. Deep sea racing is certainly coming into its own in British waters if one can judge from the number of craft which are now being built to the R.O.R.C. Rule. The most popular size seems to be the "35-foot water line," yachts of this length being able to enter both the Fastnet and Channel races; but at least four deep sea racers of a greater length are now under construction.

M. HECKSTALL-SMITH

FOR GOOD SAILING OR KEEN RACING, FOR VALUE AND PROMPT SERVICE, BUY FROM CAPE COD



BABY KNOCKABOUT
18′ 0″ x 5′ 10″ x 10″

An established centerboard design, used by many yacht clubs for junior instruction and senior racing. Over 900 boats delivered which are organized into a national class association.

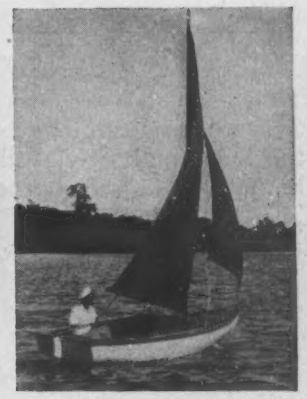
SENIOR KNOCKABOUT
23′ 0″ x 6′ 6″ x 1′ 8″

A modern shoal draft keel with centerboard design at moderate price, developed for older boys and girls and for adults seeking a keen racing type with adequate size and room for comfortable day sailing, costing less to buy and maintain than a "Star."

One of the oldest and largest boat building organizations in the United States — which, under the ownership of men long identified with yachting activities and racing, offers the only complete group of sailboats from the inexpensive 6 to 10 foot PLAYBOATS for youngsters to the 23-foot SENIOR KNOCKABOUT for keen class racing or the auxiliary NAVIGATOR for comfortable cruising.

CAPE COD VEE 16's
16′ 0″ x 6′ 3″ x 10″

A sturdy V-bottom boat well suited to rough water and squally wind conditions. The winners of the Junior Championship of Long Island Sound for 1936 and two previous years were trained in these boats.



13-FT. NIMBLET
15′ 0″ x 5′ 1″ x 5″

A popular racing class on many lakes, as well as on sheltered salt water backed by a national class association.

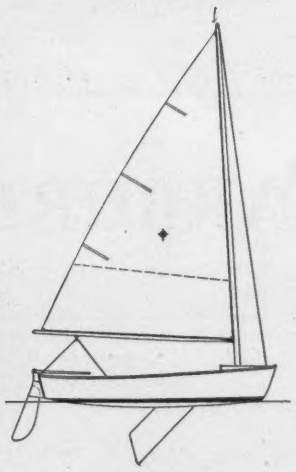
⚓ ⚓ ⚓

WHEN YOU CHOOSE YOUR BOAT

Buy from an experienced builder. CAPE COD has supplied more fleets of sailboats to yacht clubs, camps, schools and resort groups than any similar organization. Its 15 foot NIMBLETS and 18 foot BABY KNOCKABOUTS are organized into active class associations which hold annual, national class championships. For a generation, CAPE COD BOATS have been built in our own shops. Cedar planking, bronze hardware, Wamsutta sails and Kirby's marine paints are amongst the fine materials used in even the smallest boats. CAPE COD BOATS will give you long, satisfactory use. From our organization you will receive prompt, friendly service whether you want help in organizing inter-group racing with neighboring fleets, in starting a new fleet, in selling your old boat or in buying a mooring. CAPE COD BOATS are sold by leading sporting goods and department stores and by Cape Cod Water-Front Dealers, throughout the United States.

7-FT. MIDGET

The smallest practical knockabout built.



THE CUB
8′ 0″ x 4′ 0″ x 4″

A primary racing class for youngsters, or a sailing dinghy and yacht tender at a low price.

JUNIOR CATBOAT
12′ 10″ x 5′ 10″ x 10″

A real, one design, Cape Cod Cat, sturdily built, for day sailing or racing. Accommodates four grown-ups comfortably. It is so well balanced that it has no weather helm going to windward. Small shelter cabin covers forward part of cockpit.

Write for prices and information on CAPE COD "COMETS" and "SNIPES"

CAPE COD SHIPBUILDING CORP.
Wareham « » Massachusetts

Builders of outboards, skiffs, dories and sailboats for over a generation

CAPE COD SHIPBUILDING CORP.
Box Y, Wareham, Massachusetts

Send me your large, new catalogue with over 100 illustrations of CAPE COD BOATS for which I enclose 10c in currency or stamps.

Name.....

Address.....

City.....*State*.....

Comet Class News

THE annual meeting of the Comet Class Yacht Racing Association for the election of officers and the transaction of other important business affecting the Association will be held on Friday, January 15th, at 4:30 p.m. Place, Hotel Montclair, 49th Street and Lexington Avenue, New York City. The meeting will be followed by the annual dinner, and reservations should be made to the Assistant Secretary of the class, David J. Miskey, 2nd, 1535 Land Title Building, Philadelphia. As this meeting and dinner occur during the Annual Motor Boat Show, in New York, it is expected that a large attendance, especially from those living out of the city, will be on hand.

+ + +

The Bayside Yacht Club has recently joined the ranks of Long Island Sound clubs fostering the Comet Class. Three boats are already well under way, being built from knockdown parts in the new wing for Junior members at the clubhouse. Several others will undoubtedly be added to the fleet by May, when the season's racing begins. Bayside will send a representative to the national championships.

The new owners are Elaine Etches, Walter Dayton, Jr., and Paul B. Findley.

Changes in Centerboard and Mast Specifications

At a meeting of the Executive Committee of the class, held in Philadelphia, November 21st, the following changes were made in specifications. The revisions require no structural changes in the hulls, and were made only after careful consideration, with a view to improving the handling of Comets under all conditions. With the exception of the size of number on sail, the changes are optional and not compulsory.

Paragraph 3

CENTERBOARD, amended to read as follows: "Metal, other than aluminum or aluminum alloy, must not be more than ¼-inch thick. The width of the centerboard may have a variation of 6 inches over the present official measurements. There shall be no restriction on the position of carrying the board in the well from the present pivot as indicated." This will give a wider board and more lateral plane when immersed. Thickness has been increased 1/16-inch.

Paragraph 4

MAST, amended to read as follows: "Must be solid and of wood, round, pear shaped, oval or rectangular in section; provided that a rectangular or box mast made with planking not less than ⅝-inch in thickness may have a hollow center. Masts may not be grooved out for bolt rope or to reduce weight. The depth of a mast fore and aft may not be more than one and one-half times its thickness at any section. Revolving masts are not allowed. The contour of the mast must be a continuous convex taper from deck to truck.

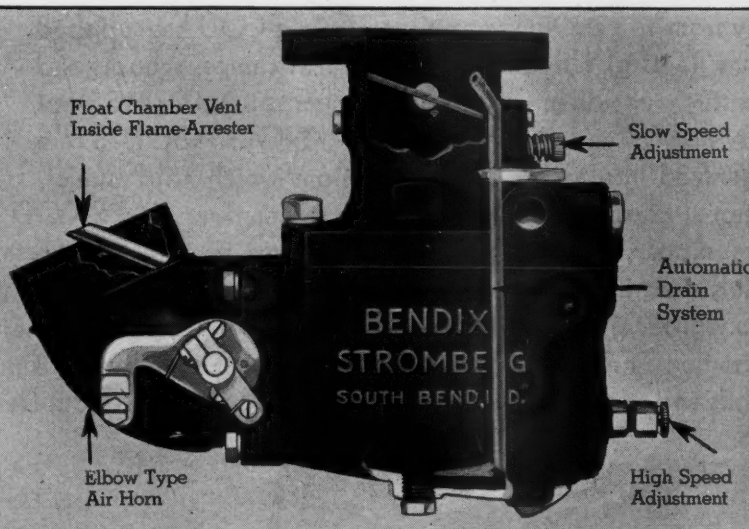
		Over	*Under*
Minimum sectional dimension 18" above the deck	2½"	Any	None
Maximum height, deck to top of main halliard sheave	20'–5"	None	Any
Station O to center line of mast	5'–4"	3"	3"

Paragraph 7

SAILS, amended by adding at the end thereof: "The numbers on the sails shall not be less than 6 inches in height."

In addition to the above changes in specifications, it has been ruled by the Measurement Committee that the chine log may be of any shape and shall have a minimum cross section area of one square inch.

THERE CAN BE NO *BETTER* TESTIMONIAL TO THE DEPENDABILITY PERFORMANCE AND ECONOMY OF



STROMBERG 100% MARINE CARBURETORS

than their repeated selection by well-known builders of marine engines.

Equip your engine with a

STROMBERG MARINE CARBURETOR

and take aboard a real shipmate.

STROMBERG-ZENITH, Marine Carburetor Division
(Subsidiary of Bendix Aviation Corporation)
696 Hart Avenue, Dept. Y-1, Detroit, Michigan
Please send me complete information about Stromberg Marine Carburetors for my engine.

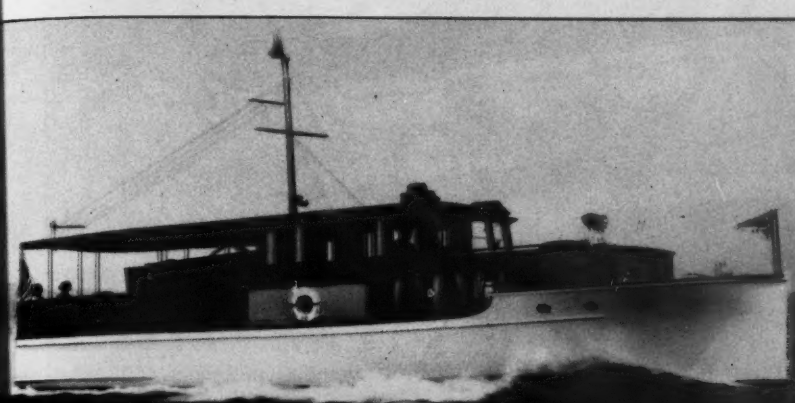
Make..... *Model*..... *Maximum Engine Speed*.....

Name.....

Address.....

City..... *State*.....

The A.C.F. 54′ TWIN-SCREW MOTOR YACHT, with twin 6-cylinder 175 h.p. Hall-Scott reduction gear engines, giving 19 m.p.h., $27,500*.



A.C.F. cruisers

The A.C.F. 68′ TWIN-SCREW MOTOR YACHT, with twin 6-cylinder 175 h.p. Hall-Scott reduction gear engines, giving 17 m.p.h., $49,000*.

AMERICAN CAR AND FOUNDRY COMPANY

30 CHURCH STREET • NEW YORK, N. Y.

*n the water, Wilmington, Delaware. Prices effective only until February 1, 1937. Full details on request.

The a.C.f. 26' ROAMER, with 6-cylinder engine giving 17 m.p.h., $2140*. May be had at slight extra cost with permanent top, or demountable canvas canopy. Bright, airy cabin with three ports and six windows. Four full-length berths, generously wide, leave ample floor space between them. Galley, lighted and ventilated from all sides, is fitted with pressure alcohol stove, sink with running water, and icebox. There is full headroom throughout, including the toilet. Full-length hanging lockers. The floor of the self-bailing cockpit is covered with linoleum, and the engine is beneath a flush hatch. A well-designed spray-and-wind shield protects the helmsman's station, where all controls and instruments, including the tachometer and motometer are conveniently centered.

a.C.f.

THE 26' ROAMER

In the water, Wilmington, Delaware. Price effective only to February 1, 1937.

News From Yachting Centers

West Coast Bubbles

By WALDO DRAKE

THE Wilmington Boat Works have started construction of a 45-foot jib-headed ketch for Douglas Radford, past commodore of the Los Angeles Yacht Club, which promises to be one of the most interesting small yachts built on the Pacific Coast in several seasons.

She was designed by Hugh Angleman, who has utilized his own long experience in small boat cruising to devise an unusually effective rig for a single-hander. By an ingenious rigging plan he has dispensed entirely with running backstays, an idea which will enable the new boat to hoist a veritable cloud of light sails in addition to her 1155 square feet of working canvas. Her headstays lead almost to the truck of her 53-foot mainmast, and this spar has a permanent backstay on which will be hoisted a huge balloon staysail.

The ketch will have a water line length of 34 feet 3 inches, 11 feet 8 inches beam, a draft of 6 feet 8 inches, and will carry 8,000 pounds of outside ballast. She will be powered with a 25 hp. 4-cylinder engine.

She will sleep four persons aft in the main cabin and two men forward. On the port side of the main cabin forward there will be a real fireplace and directly opposite will be the galley, blocked off from the after section by a waist-high bulkhead. The boat was in frame January 1st and will be commissioned about May 1st.

+ + +

Edward Locke, of the Newport Harbor Yacht Club, will take delivery late this month (January) of the first of the five California 32-foot one-design sloops which the yard of Fellows & Stewart are building at San Pedro, from designs by Nicholas S. Potter.

The new boat will participate in the annual Midwinter Regatta, off San Pedro, February 19th to 22nd. Owners of the next four "thirty-twos" will serve Locke as crew. These are Donald W. Douglas, Temple Ashbrook, John Hurndall and Joe Fellows, Jr.

Commodore Douglas will take the second boat completed. The other boats will follow at 30-day intervals. The first yacht was planked and removed from the jig in mid-December.

+ + +

Charles Page's Class N cutter *Westward* celebrated her return to active racing by winning the Clio sloop-and-yawl trophy in the California Yacht Club's season-closing 95-mile Santa Barbara Island cruising race, in late November. Her time for the windward-leeward thrash to and from San Pedro in light going was 27 hours 11 minutes 40 seconds, 24 minutes better than Donald Douglas' cutter *Endymion*.

The Diablo Trophy for schooners and ketches in the same event was won by Mrs. Alice Pedder, donor of the trophy, with her schooner *Diablo*, in the corrected time of 27 hours 30 minutes 40 seconds. Second honors were taken by W. L. Stewart, Jr's., staysail schooner *Santana*.

+ + +

The numerous "half-pint" sailing craft which have mushroomed into being at Southern California yachting centers in the past three years are to be banded into a single association, probably under the ægis of the Southern California Yachting Association.

The a.C.f. 34' CRUISER, with 6-cylinder reduction gear engine, giving 16 m.p.h., $4900.* A generous beam allows an exceptionally roomy cabin, with four full-length berths, built-in book cases, capacious storage lockers, and an extra-large hanging locker. The galley, with three-burner stove, large icebox, and sink, is larger than many a kitchenette ashore. The bridge deck gives complete shelter to the helmsman's position. The cockpit is astonishingly roomy, nearly fifteen feet long, and covered by a permanent canopy—save for the after-third, which is entirely open for fishing or sport. As an extra, the space under the canopy may be enclosed in mahogany and glass to give added sleeping and living quarters. Also available—at moderate extra cost—as a sport fishing boat.

a.C.f.

THE 34' CRUISER

In the water, Wilmington, Delaware. Price effective only to February 1, 1937.

Commodore Donald Douglas, of S.C.Y.A., has appointed a four-man committee, headed by Frank Davenport, of Long Beach, to effect union of the scores of small fry groups. Other committee members are John Till, Ernest Williams and David Forsyth.

+ + +

M. S. ("Robbie") Robinson, pioneer Balboa-Newport yachtsman, who several years ago founded the *Pacific Skipper*, which achieved instant success among West Coast sailors, has sold the magazine to San Francisco interests. The new owners will transfer the publication to the Bay City.

Robinson will begin publication of a new yachting magazine, *The Skipper*, at Los Angeles, in January.

+ + +

Harry C. Wilson and Ralph Proctor, San Pedro brokers, are setting a new criterion for West Coast yacht showrooms in the modern steel and glass structure which they are erecting at the Terminal Island headquarters. It will be completed February 1st.

Wilson and Proctor will take delivery of their first four 1937 model Elco cruisers in time for their exhibit at the second annual National-Pacific Aircraft and Boat Show, to be held in the Pan-Pacific Auditorium, March 13th to 21st, inclusive.

+ + +

Hal Carlson's new Wilmington plant is building, for a Los Angeles client, the first of the new one-design 28-foot water line cutters from the board of L. E. Geary. She will be ready for launching March 1st.

Carlson is also building two Snipes for midwinter delivery to L. G. Metcalf and James Gard.

The same plant has just completed two interesting rerigging jobs, conversion of Howard Wright's veteran yawl *Siwash* to a lofty Stephens-designed yawl rig, quite similar to that carried by *Stormy Weather*, and installation of a "wishbone" main trysail rig on Dr. A. A. Steele's new 40-foot ketch *Stella Maris*, built in Los Angeles from the owner's own plans.

+ + +

Bubbles . . . Frank D. Anderson, Honolulu youth who in 1934 sailed the tiny 24-foot schooner *Hawaii* to the Islands, was preparing to leave San Pedro again in late December with a new boat, the 28-foot yawl *Maui*. He will have two companions. . . . Myron Spaulding, of San Francisco, who skippered James Flood's yawl *Dorade* to victory in last summer's Transpacific race to Honolulu, came down for a week of South Coast sailing in December. He prophesies that a half-dozen Golden Gate windjammers will turn out for the Honolulu race next July to help *Dorade* defend her honors. . . . William A. Bartholomae, Jr., is new commodore of the Newport Harbor Yacht Club, succeeding H. W. Rohl. Other flag officers for 1937 are Vice Commodore Shirley Meserve and Rear Commodore E. D. Dorris. . . . The Southern California Outboard Association's annual winter meeting was convened at Los Angeles on December 15th by Commodore A. L. Cline. The 1937 program will be launched with the desert sweepstakes regatta on Salton Sea, January 22nd and 23rd. . . . Stanley Barrows, of the St. Francis Yacht Club, San Francisco, has sold his 65-foot ketch *Dragoon* to Ronald Coleman, of the California Yacht Club, who is refitting her at the Wilmington Boat Works. . . . John and James McNabb, of the Los Angeles Yacht Club, have sold their 40-foot ketch *Flying Cloud*, Class C winner in the 1936 Honolulu race, to A. F. Bridge, of Los Angeles. . . . Other December sales are George Armes' 70-foot Diesel cruiser *Hermit*, of San Francisco, to Jack Staub, of Long Beach; Donald Marshall's Pacific Interclub sloop *Zelah III*, to Ted Braun. . . . December departures from San Pedro in the annual winter hegira to the Gulf of California-West Coast fishing grounds included Major Max Fleischmann's 218-foot Diesel cruiser *Haida*, Robert Scripps' 90-foot schooner *Ripple* and G. Harton Singer, Jr's., 80-foot schooner *Navigator*.

The a.C.f. 32' WANDERER, with 6-cylinder engine, giving 12 to 13 m.p.h., $3260.* At slight extra cost, the standard model may be had with permanent top, or demountable canvas canopy. Six large windows give lots of light and air to the roomy cabin. A handsomely upholstered seat makes up into two full-length berths. To starboard is a dinette, seating four, which makes up into a comfortable double bed. The galley is the full width of the boat, with cross-ventilation and light. A single step, flanked by full-length hanging lockers, leads to the roomy cockpit. The helmsman's station is protected by an efficient spray-and-wind shield, with the controls grouped conveniently at hand, and all instruments, including the tachometer and motometer, are centered on an illuminated panel.

a.C.f.

THE 32' WANDERER

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.
As an extra, may be had with other power, giving speeds up to 18 m.p.h.

Florida Trade Winds

By VIVYAN HALL

AS SIMPLE as Broadway in the daylight" was the inside passage for the *Sylvia III*, new 45-foot fishing cruiser which made the trip from Philadelphia to Miami in November. Deep, wide, and well marked, with the exception of a few spots in Georgia, the canal makes for easy navigating. General Edward M. Markham, Chief of the United States Army Engineers, who himself came down in December, stated that the canal will be made even better by the elimination of certain bends. Meanwhile, the engineering office at Jacksonville promises that the low-hanging electric cables which have bothered tall-masted auxiliaries at the Pablo Creek Bridge across the East Coast Canal will be raised to a full 80-foot clearance on or about December 15th.

+ + +

Sixty cruisers in from the North in two weeks is the record reported by Dockmaster Benet, at St. Augustine. Among the larger yachts in this group were George A. Dobyne's *Coconut*, from Easton, Md.; J. H. Van Sciver's *Crusader*, Philadelphia; William S. Barstow's *Freba*, Great Neck, L. I.; K. L. Taylor's *Halaia*, Nantucket; W. W. Cleve's *Monte Largo*, Norfolk; D. F. Broderick's *Phween II*, Detroit; L. H. Tyng's *Sabiha III*, Southampton; E. A. Mathias' *Vigilant*, Philadelphia, and C. R. Dashiell's *Carolyn*, from New York.

+ + +

Among the season's early arrivals at Daytona Beach were Ed Wynn's *Chief;* W. H. Berri's *Bolo;* A. W. Newell's *Aurelia*, and J. H. Amy's *Hyjacker*.

The regatta which Daytona Beach and New Smyrna held at Daytona Beach last year will be held at New Smyrna, with the Smyrna Yacht Club host and Commodore Russ J. Christy and Secretary N. H. Hotard putting on the same sort of party that has made these regattas famous.

+ + +

Dockmaster Watts, at West Palm Beach, has several excellent additions to his fleet of charter fishing boats. Delray Beach, on the East Coast Canal, between Lake Worth and Fort Lauderdale, is planning a yacht basin. The Mulhern Storage Yard, at Fort Lauderdale, is adding a marine railway to its layout.

+ + +

The Miami Beach Boat Slips is constructing a new 200- by 150-foot storage shed to be ready March first. This yard, now under the management of C. F. Grafflin, formerly of the Horace E. Dodge Boat Corporation, provides twenty-one 50-foot slips for wet storage. Other equipment includes an 85-ton lift, a 50-ton railway, and a 5-ton crane.

Among the yachts here for the winter are: *Liberty*, A. J. Fay, Lowell, Mass.; *Serena*, J. F. Trommer, Brooklyn; *Mare Nostrum*, Arthur Serra, Chicago; *Lark*, H. S. Leyman, Cincinnati; *Silverheels*, C. A. Criqui, Buffalo; *Arlaura*, A. C. Hall, New York; *Amelia W*, H. C. Wheeler, Boston; *Pat*, John L. Patton, Chicago; *Bonito*, Howard Bonbright, Detroit; *Mathilda J*, Wm. J. Sparks, Jackson, Mich.; *Tarpon II*, Amos Birdsall, New York; *Walbri*, Walter O. Briggs, Detroit; *Doreta*, D. F. Wheeler, New York.

+ + +

The Miami city yacht basin has added ten new slips. Other improvements are a new launch landing stage and a dock office.

Prigg Boat Works has delivered a cruiser to Charles Frances Coe, well-known writer of Hobe Sound, to replace his *Socker*, which was sold recently.

Cruisers as Christmas presents are reported by the Miami office of the Matthews Company. Among the early deliveries were *Toxaway*, a 46-sport sedan, to James H. Nunnally, Miami; another

The a.c.f. 32' DE LUXE WANDERER, with 6-cylinder engine giving 12 to 13 m.p.h., $3880.* It is structurally similar to the standard model, but has numerous improvements and refinements. It has a V-shaped windshield and a gracefully shaped permanent top, supported on airplane type raked stanchions. All interior hardware is in satin finished chromium plate. Exterior hardware chrome and monel metal. The dinette is raised to give easy vision through cabin windows. The forward portion of the main cabin has been rounded off to give a more attractive line, and the companionway is fitted with an efficient hatch. The engine room is insulated. Every detail of finish and appointments is of the finest character, making the *de luxe* WANDERER one of the handsomest craft afloat.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.
As an extra, may be had with other power, giving speeds up to 18 m.p.h.

a.c.f.

THE 32' DE LUXE WANDERER

"46" sedan, *Bamarob*, to Robert Hascall, Palm Island; and *Grand Slam*, a double cabin "38," to E. R. Trippe, of Marco, on the West Coast.

+ + +

The Miami Beach Rod and Reel Club's day afloat on November 15th was so successful that it is to be made an annual affair. One hundred and fifty of the club members embarked in 25 fishing cruisers and proceeded to catch everything from an Allison tuna to a toad fish, with prizes given for all records, including the angler who released the most sailfish. Fishermen coming to Florida will be glad to know that licenses are necessary for fresh water fishing only.

+ + +

The West Coast held the mid-year meeting of the Florida Waterways Congress at Clearwater, on November 12th. The purpose of the group is the planning and developing of the canals both coastwise and across state. Action was started to obtain special freight rates for boats so that travelers might bring them along as they now do automobiles.

+ + +

Almost a year after leaving her home port of San Pedro, Cal., on a cruise around the world, Tay Garnett's yawl *Athene* reached Miami from Southwick, England. This boat, 102 feet over all, was built by Herreshoff in 1899 as a racing cutter and is far from the type usually selected for a voyage of this sort.

+ + +

The Tampa Yacht Club formally opened the season November 27th with a reception and dance. The Sarasota Yacht Club, under the leadership of Commodore Arthur R. Clarke, plans a full schedule of winter racing. This club holds the Gulf Coast Association record of winning the Lipton Trophy three years running.

Fort Myers announces a new yacht basin, located at the waterfront park and of a size to accommodate 86 medium sized cruisers, to be opened in February.

+ + +

The season's racing schedule for the Florida circuit was arranged at the meeting of Region 5 of the American Power Boat Association at New Smyrna, on November 15th, and plans made to bring an increased number of inboard and outboard racers down for the series. Commodore Lynn S. Nichols, of West Palm Beach, was again named region manager, with Commodore W. J. Von Behren, also of West Palm Beach, secretary. The directors are Commodore Russ J. Christy, New Smyrna; Alonzo Rodgers, Jacksonville; Wilbur Dickson, Miami; T. H. Beverly, Jr., Tampa; Commodore Al Strum, St. Petersburg; Commodore Wm. Selby, Sarasota; and Dr. C. W. Larrabee, Bradenton. After the meeting Commodore Christy gave a gopher stew (land turtle to you) dinner for which New Smyrna is known far and wide — and well.

+ + +

C. W. Chase, Jr., and Charles F. Chapman, custodians of the Wanamaker Trophy for motor boats, have presented the trophy to the American Power Boat Association to be raced for at the Biscayne Bay Regatta each winter. This trophy, for competition by inboard runabouts with a piston displacement not exceeding 900 cubic inches, takes in all A.P.B.A. runabouts, including Class I. With a three-time win necessary for permanent possession, this cup has been won twice by John L. Rutherfurd, twice by Herbert Mendelsohn, and once by Jack Dunn.

+ + +

The first of the season's sailing regattas planned by the Florida Sailing Association was held at Fort Pierce on November 15th, with more than 30 boats, most of them "trailered" in. The winners were: Suicide Class, *Yellow Peril*, Don Hoeffle; Crickets, *Nuisance*, John Reid; Snipes, *Asenath*, C. Stuart Hall; Moths,

The a.C.f. 38' EXPRESS CRUISER, with twin 8-cylinder engines, giving 25 m.p.h. $8750.* An all-round boat, fast enough for a commuter, or playboat *de luxe*. The cabin has windows practically all the way around. The long, easy sofas make up into four full-length berths. A well equipped toilet is placed conveniently at the foot of the companionway. The galley is complete, and meals may be served with ease either in the cabin or on the bridge deck. While a fast boat, the "38" isn't a speed boat. With a pair of 175 h.p. engines (this model sells for $9750)* it will make 31 m.p.h. under ordinary conditions of weather and sea—if you do slow down, you still get efficient performance. The "38" is delivered fully equipped, bedding, china, etc., everything ready to cast off and cruise.

*In the water, Wilmington, Delaware. Prices effective only to February 1, 1937.

a.C.f.

THE 38' TWIN-SCREW EXPRESS CRUISER

Black Diamond, Gordon Davis; Sail Area Class, *Shalamir*, James Vaughn. All these boats are from Miami, except *Shalamir*, from West Palm Beach. At a meeting the night before the regatta, the association, formed to promote and stimulate sailing races and to standardize classes, point scoring, and starting signals, planned its racing dates. The officers are Commodore A. B. Michael, Carl Fremd, of Palm Beach, and Jack Bauder, Miami, with the governing body made up of a member from each of the fellow yacht clubs of Big Bayou, Daytona Beach, Eau Gallie, Florida, Fort Pierce, Indian River, Lakeland, Lauderdale, Melbourne, Miami, Orlando, Palm Beach, Pelican, and Stuart.

+ + +

Chairman R. E. Collins, of the Miami-Nassau race committee, announces that the Royal Ocean Racing Club's time correction factor will be used in the race. A beam correction is also being added to the rating formula, and the North American Yacht Racing Union method of measuring sail area will be used.

+ + +

The yachting calendar for the winter is as follows:

February 6, 7 — Motor boat regatta, Jacksonville.
February 9 — Miami-Nassau race.
February 13, 14 — Motor boat regatta, New Smyrna.
February 20, 21, 22 — Motor boat and sailing regatta, Palm Beach.
February 22 and week following — Biscayne Bay Yacht Club sailing dinghy regatta, Miami.
February 26, 27, 28 — Sailing regatta, Clearwater.
February 26, 27 — Motor boat and sailing races, Lakeland.
March 6, 7 — Motor boat regatta, Bradenton.
March 13, 14 — Motor boat regatta, Tampa.
March 14 — Spring sailing regatta, Miami.
March 15 — Lipton Cup race, Miami.
March 19, 20, 21 — Biscayne Bay motor boat regatta, Miami.
March 27 — St. Petersburg-Habana race.
March 27, 28 — Motor boat regatta, Deland.
April 3, 4 — Motor boat regatta, Palatka.

Sound Waves

By LEE SCUPPERS

FROM the yard of Bjarne Aas, their Norwegian designer and builder, have come the first four of the twenty-five international one-design knockabouts that are scheduled to become the medium for a deal of red hot racing on the Sound next summer and, in the not too distant future, for team matches with similar craft being built for Bermudian, English and Norwegian yachtsmen.

The forerunners of the American group reached Brooklyn the first week in December on the deck of the Norwegian-America liner *Stavangerfjord* and were greeted by a committee of owners and sailors curious to look things over. They liked what they saw and were unanimous in their opinion that the builder had done a fine job of the new glued-seam type of hull construction.

The boats were Cornelius Shields' *Aileen*, Egbert Moxham's *Jester*, Paul V. Shields' *Glory*, and Henry L. Maxwell's *Ginch*. *Jester* was towed to her owner's boathouse on Manhasset Bay and the others will await the racing season at Kretzer's at City Island. Shields is hopeful that the fleet being built for the Royal Bermuda Yacht Club will be delivered in time for the annual Sound *vs.* Bermuda team tussle at Hamilton in April.

Ralph Manny, the rollicking rambler from Rye, visited the Aas plant in Norway and writes that material for forty boats has been prepared and that there will be ten of them under construction at a time. The American delivery schedule calls for four boats to be shipped on every bi-weekly trip of the Norwegian-America liners until the quota of twenty-five has been set down in New York.

+ +. +

William A. Picken, Jr., who once sailed out of the Indian Harbor Yacht Club as main sheet tender for Logan Munroe in an

The a.C.f. 40' DOUBLE CABIN CRUISER, with 6-cylinder 175 h.p. Hall-Scott engine, giving 16 m.p.h., $14,500.* From the large forward cockpit, to the roomy quarter deck, this a.C.f. "40" is a yacht in miniature. The owner's cabin has two real beds, and a private toilet. The bridge deck, with its luxuriously upholstered seats, sofa that makes up into berths for two, and its large windows, is a room of unusual charm. An extra berth disappears into the side of the deck house. A toilet directly forward of the bridge deck gives the same convenience enjoyed by occupants of the owner's cabin. A commodious galley makes the service of meals easy. The controls of the engine are centered at the helmsman's station, protected in any weather. Delivered with full equipment.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.

a.C.f.

THE 40' DOUBLE CABIN CRUISER

Atlantic one-design, is the new president of the Great South Bay Yacht Racing Association. His elevation to this post will be received with popular acclaim from Cedarhurst to Shinnecock for big Bill is no brass hat, rocking chair yachtsman. He has sailed the South Bay in all manner of racing classes, Interclub, Timber Point and International Stars, and his power cruiser *All Hours* is familiar in every port on that side of Long Island.

The rest of his slate includes progressive, enterprising yachtsmen who are in close contact with the competitors' viewpoint. The first vice president is William C. Foster, of Point O'Woods, and the second vice president is Theodore T. Everitt, of Bellport. Come to think of it, that makes the flag officers of the association a 100 per cent Star Class unit. All three of them are active sailing members of the Great South Bay fleet of the Star Class.

Judge Albert van Winkle, of Bay Shore, another of the Bay sailors who realizes that times have changed since the association was formed, will head the G.S.B.Y.R.A. race committee. If yacht racing, both afloat and ashore, is not fun on the bay next summer it will not be the fault of Prexy Picken's administration.

The G.S.B.Y.R.A. awarded its junior title series to the Point O'Woods Club, the midget championship to Babylon, and the women's Morgan Bowl regatta to the Westhampton Yacht Squadron.

\+ + +

Vivyan Hall, the energetic Miamian who has things to do with the Miami-Nassau race and the sunburn dinghy series at Coconut Grove, is keeping the mails busy in his attempts to woo from northern yachtsmen promises that they will participate in one or more of his pet fixtures. Hall says that "Harky" Edwards will try the Nassau race again with the now yawl-rigged *Winsome Too* and he hopes that Spencer Berger and Roger Robinson meant it last summer when they told him they would enter *Mandoo II* and *Sirocco*. As for his dinghy races, Hall might be pleased to know that two survivors of previous sunburn regattas, H. Martyn ("Slim") Baker and William (Larchmont) Swan, are southward bound. Baker's ketch *Ranger* is heading for another winter of cruising in the Bahamas and West Indies and Swan plans to do a bit of Florida fishing from the deck of his new cruising auxiliary, a converted Chesapeake Bay skipjack.

\+ + +

Allan Clark, one of Frostbiting's veterans and holder of the sport's capsize record, won the November series in Class D at the Manhasset Bay Yacht Club. Needless to say, he did no capsizing. The competition was altogether too hot to permit any such diversions among the leaders. Clark's *Penguin* finished on top by a narrow margin over *Jenny*, sailed by Vic Romagna, Jr., and third place went to Bobby Fraser, Jr.'s, *Shiver*, skippered for the most part by thirteen-year-old "Buddy" Morris.

The November prize in the Class B one-designs went to Commodore Egbert Moxham's *Sandpiper*. The "BO's" had to stay on the beach three Sundays because it blew too hard for them. The 10-footers merely tied in reefs and went out and enjoyed the dusty going, but the "BO's" would have been courting dire disaster had they tried it. This situation has caused Commodore Moxham to do a bit of experimenting with a storm sail of 50 square feet area instead of the 72 square feet contained in the regular loose-footed sails. Even with this great reduction in canvas, he found that his boat did not behave too well in the seas that winter northwesters kick up in Manhasset Bay. Something will have to be done along those lines soon or the "BO's" will spend most of the Frostbite season ashore.

\+ + +

The Junior Yacht Racing Association of Long Island Sound is planning to make a study of a proposal that the association itself assume direct control of the annual midget and junior championship series instead of turning them over to the mercy of local

The a.C.f. 42' SINGLE CABIN VOYAGER with twin 73 h.p. reduction gear engines giving about 15 m.p.h., $8980.* The VOYAGER will be available in three models, single, double, and triple cabin. A variety of power plants permit speeds up to 23 m.p.h. The single cabin VOYAGER has quarters for two forward, followed by an unusually large galley, and a toilet room. The roomy deck house gives full visability, and the controls are centered for easy operation. On the port side is a dinette seating four, which makes up into a comfortabe double berth. A door opens on the spacious cockpit. VOYAGER may be fitted as a sport fishing boat at slight extra cost.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.

a.C.f.

THE 42' SINGLE CABIN VOYAGER

committees that may be long on eagerness and short on efficiency. A committee comprising Hugh Wharton, of Pequot, one of the pioneer sponsors of junior racing, Percy S. Weeks, of Cold Spring and Seawanhaka, chairman of the Junior Y.R.A., and Everett B. Morris, of Manhasset Bay, will look into the situation. It might be a good idea, while they are at it, to find some way of persuading junior instructors to concentrate on the job of making sailors out of their charges instead of sea lawyers. Running the juvenile events would be much simpler if the youngsters were not so protest conscious.

+ + +

Irish pennants: The ranks of the Frostbite Yacht Club Loons, dinghy sailors who have been pitched overboard from their boats, have received numerous recruits this winter, some of them veterans supposedly immune from such immersion. Walter Van der Bent and Dick Hill were among the Larchmont Loons and Ev Morris, shipping a newspaper columnist for a crew, joined the order in Manhasset Bay. . . . The season's Loon champion to date, though, is Bob Wessmann, chairman of the Manhasset Bay Dinghy Association. He went over twice within three weeks. . . . Rudolph J. Schaefer will be Larchmont's commodore again next year. His flag officers will be Robert N. Bavier, vice commodore, and Thomas L. Burton, rear commodore. . . . Walter L. Coursen, former Larchmont commodore, is succeeding Drake H. Sparkman on the New York Yacht Club regatta committee. Edmund Lang, chairman, and Clinton Mackenzie are the holdovers. . . . The Royal Bermuda Yacht Club has tentatively selected the second week in April for the Prince of Wales Six-Metre series. . . . Bob Meyer, an old hand at international racing, has bought J. Seward Johnson's *Mood* for this summer's big Six-Metre doings and Paul Shields has sold the 1935 Seawanhaka Cup defender *Challenge* to Charles T. Fisher of Detroit. . . . *Mehitabel*, the New York 32-footer built for F. T. Moses of Providence, is coming down to the Sound. She has been bought by Melville D. Truesdale, of Greenwich, Conn.

Detroit River and Lake Erie News

By WALTER X. BRENNAN

THE Six-Metre tide continues to sweep in on Detroit. On the first of December, *Challenge*, formerly owned by Paul V. Shields of New York, arrived for next season's campaign. The boat has been purchased by C. T. Fisher for his son Tom, who is sixteen, and who has been sailing dinghies and Teals for the past two seasons with considerable success.

+ + +

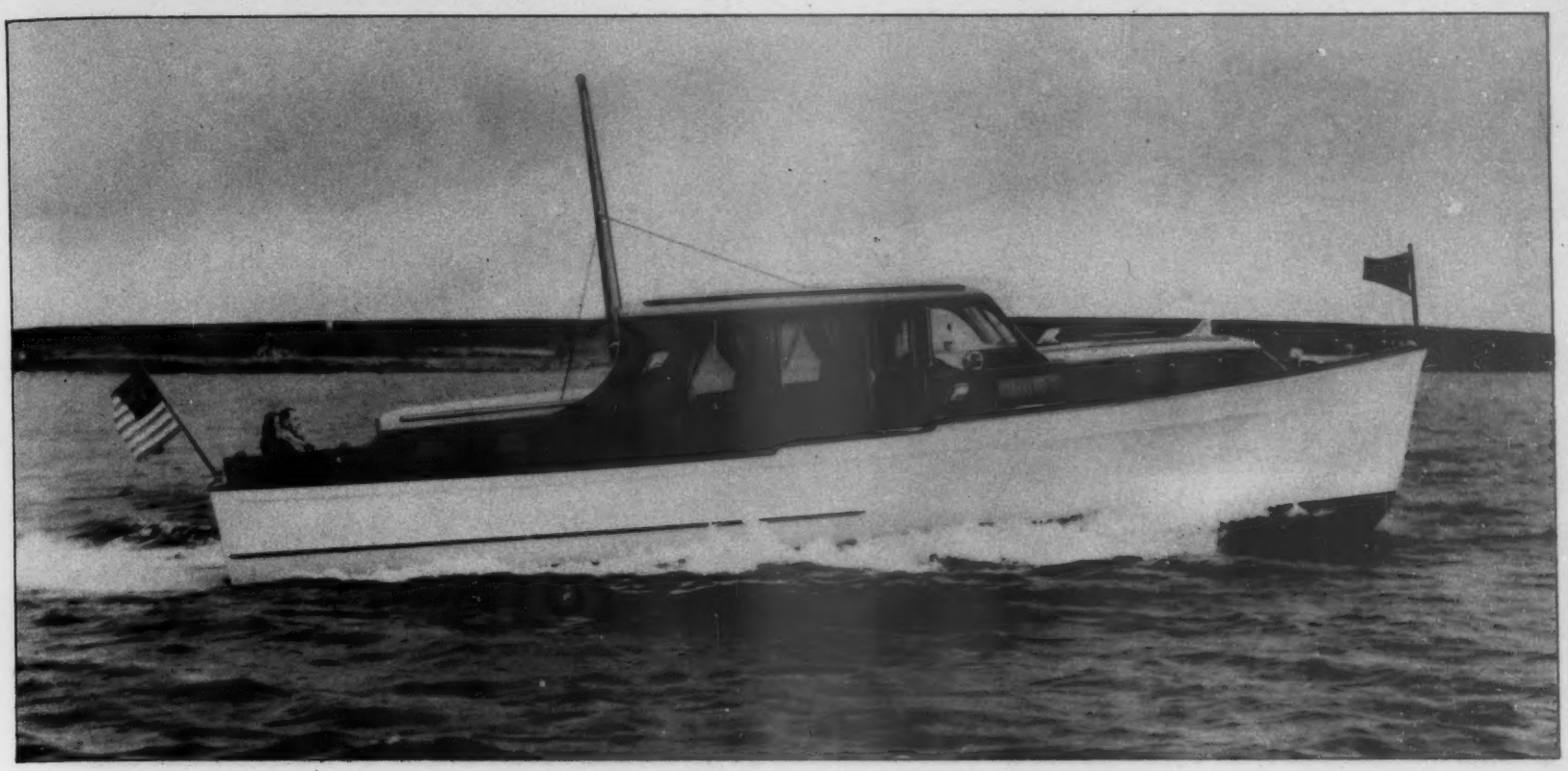
Semon (Bunky) Knudsen, who made his debut in yachting a year ago in the "225" Class at the D.Y.C. Memorial Day event and who purchased the yawl *Clelma* for the past summer, is also negotiating for a "Six." This will bring the local fleet of Six-Metres to ten boats.

+ + +

Yachting on the lower Detroit River has received a great impetus by the decision of the U. S. Board of Engineers to dredge the American channel from Wyandotte downstream for about six miles. In the yacht industry this will be of help to the Corsair Boat Company and to A. G. Liggett and Sons, at Trenton, and the Bryan Boat Works, at Wyandotte, while for the shipping industry, it is the first step in the proposed All-American channel. This step should encourage activity in the Grosse Isle Yacht Club and the Wyandotte Boat Club and open up a new cruising ground for Great Lakes boats.

+ + +

Joe Lodge's challenge to the Four Lakes Ice Yacht Club, of Madison, for the Stuart Cup, was nosed out by a few days by a



The a.C.f. Double Cabin 42-footer, with twin 6-cylinder reduction gear engines giving 15 m.p.h., $9980.* Crew's quarters are forward; followed by an unusually large galley and toilet room, bridge deck with dinette making into a large double berth; after cabin with double bed on port side with single upper, and on the starboard side single lower and upper. A private toilet room opens off this cabin, and a door leads to the aft cockpit. As an alternate, the crew's quarters may be eliminated, and the space converted into a forward guest cabin with accommodations for two. Aside from a slight change in the galley, the remainder of the vessel is unchanged.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.

a.C.f.

THE 42' TWIN-SCREW
DOUBLE CABIN VOYAGER

challenge from the Oshkosh Ice Yacht Club. The Detroiter will have a new challenge on hand to present the winner when he glides across the finish line in the coming match. Lodge's *Deuce III* is considered the best boat ever developed in these parts and probably represents the most exhaustive study ever given the subject of ice yacht design in this vicinity, if not anywhere.

+ + +

One of the new clubs to be organized in this vicinity recently is the Mt. Clemens Boat Club. A clubhouse was opened November 23rd at the mouth of the Clinton River, 15 miles above the head of the Detroit River, which will be open throughout the year. Dr. R. W. Ullrich is commodore, Henry P. LeCroix, vice-commodore, Percy L. Moore, chairman of the Board of Directors, Bud Lanker, secretary, and George Rastigue, treasurer.

+ + +

The Detroit Unit of the U. S. Power Squadrons has appointed a committee to work out a set of traffic rules for the Detroit River between Belle Isle and the Detroit shore. Reckless driving of speed boats on the river has caused a number of accidents and it is feared legislation may be enacted to control the condition. The Power Squadron men hope to have a sane set of rules to submit for approval rather than to allow some landlubber to put through rules which might be unfair to yachting in general. The area is under the jurisdiction of the city.

+ + +

An association of clubs along the South Shore of Lake Erie is being considered. The organization, it is pointed out, will assign regatta dates so that there will be no conflict. In the past, each club has set its own dates without knowledge of what the other clubs were doing. As each club depends on the others for support, the conflict of dates has reduced attendance at each event. The organization will also be helpful in working for harbor improvement and promotion of the sport in general.

+ + +

Recent haulouts at the Pouliot yard, for rebuilding, include Harold DuCharme's 90-foot *Natoya* and Wes Wetzel's express cruiser *Restless*. Both will undergo extensive interior alterations. Indications point to capacity operations on this type of work through the winter.

+ + +

Ice yachting promises to be the most active winter sport on Maumee Bay, at Toledo, this season. The King Ice Yacht Club, headed by Commodore E. T. Gertz, will have eight new 15-square-metre craft out for this season's racing, besides a number of various types that have been active in the past.

+ + +

The forty-fourth annual regatta of the Inter-Lake Yachting Association will be held August 10th–12th, at Put-In-Bay, Ohio, the traditional rendezvous of the organization.

+ + +

Valkyrie, Robert P. Benedict's 47-foot cutter, bound from Chicago to the coast in November, put in at Pouliot's, at Detroit for the winter. The trip was started too late. A squall on Lake Huron blew out the main and the crew decided the lashing was too much for freezing weather.

+ + +

Bowling fans of the Inter-Lake Yachting Association will hold their annual tournament January 30th–31st at Cleveland. This is the one get-together of the association in the winter and is usually a memorable week-end. F. E. Herbst, of the Lakeside Yacht Club, Cleveland, is in charge.

The a.C.f. 46' TWIN-SCREW CRUISER, with twin 8-cylinder reduction gear engines, giving 18 m.p.h., $16,800.* Readily operated without a crew, yet quarters are provided in the forepeak. Directly aft is a guest cabin with comfortable accommodations for three, and its own private toilet. A roomy galley just off the bridge deck, makes it easy to serve meals in that attractive and airy room. The helmsman's station is located on the bridge deck, with compact and efficient controls for the engines, steering wheel, binnacle, and chart table. The owner's cabin has two beds, each six feet six inches long, private toilet, full-length wardrobe, dresser with mirror, carefully arranged lights, including reading lights at bed-heads. A door leads to the after cockpit. Delivered fully equipped.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.
As an extra, may be had with Hall-Scott engines, giving up to 27 m.p.h.

a.C.f.

THE 46' TWIN-SCREW
DOUBLE CABIN CRUISER

Massachusetts Bay Flashes

By ED EARLE

THE New Year's log opens with the racing affairs of this bight of the Atlantic concretely charted for the coming season. The several one-design classes proposed for Marblehead have gone by the board and the major interest at the North Shore yachting capital is centered on three classes, the "Eights," the Thirty-Square-Metres and the "M-B" 17½-footers. Seven International "Eights" are already assured and the highlight of the past month was the purchase of the *Thisbe* by that eminent all-boat racing skipper and former Secretary of the Navy, Charles Francis Adams, who transfers from the Universal Rule Class Q.

The Crane-designed *Thisbe*, considered by several leading designers one of the fastest "Eights" ever turned out, was originally built by Nevins for Van S. Merle Smith, of the New York Yacht Club. She successfully defended the Canada's Cup in 1930, won the King Alphonso Cup and lost the Puritan Cup on a point of charter eligibility. *Thisbe* is also one of the best "Eights" from the standpoint of ease of handling and this may have been a point considered by ex-Commodore Adams who makes it a practice of sailing single-handed to and from races. The sale of the *Thisbe* was from Thomas A. Sharp of Rochester, N. Y., through the office of Belknap and Paine, Inc., E. Arthur Shuman, Jr.

+ + +

The Eight-Metre *Egret* (ex-*Mab*), originally owned by Robert N. Bavier, of the New York Yacht Club, and later raced in the class at Marblehead by Clifford Smith, has been acquired by Gordon Abbott, Jr., from Byrd and Deland, through the same office.

+ + +

Another "tops" skipper, C. Raymond Hunt, leaves the "Q" Class. The champion *Hornet* has been sold by Hunt to George Hubbard, of New York, through the office of Cox and Stevens, in conjunction with E. Arthur Shuman, Jr., of Belknap and Paine.

+ + +

While Class Q has been pared down, the 25-Raters are not out of the racing picture as there are eight "Q's" left, among them, *Robin*, *Cara Mia*, *Taygeta* and *Falcon*.

+ + +

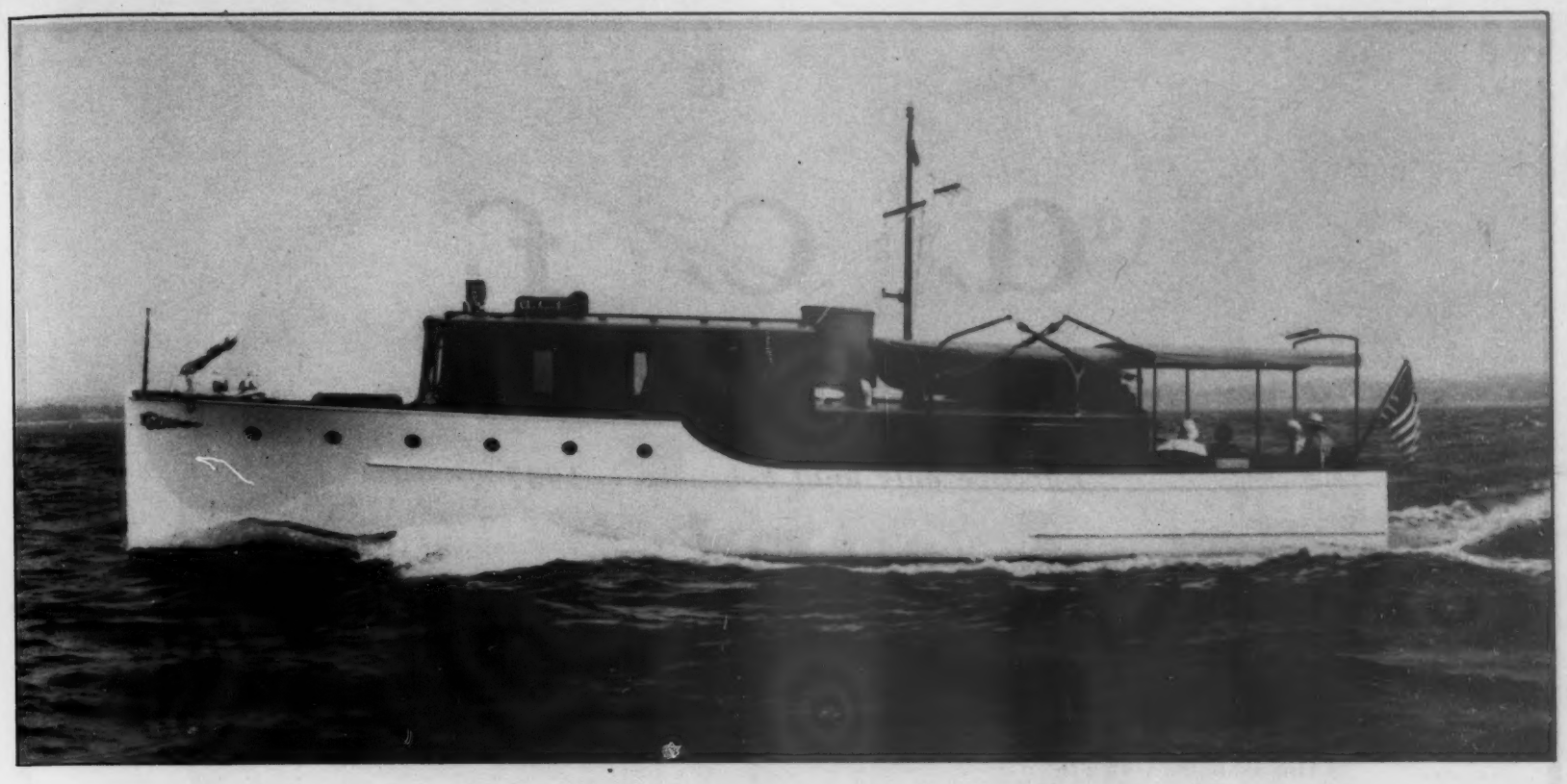
The narrow-rigged Thirty-Square-Metres have an expansive season ahead with eight active boats and six others at Marblehead. The ultra-modern *Roulette II*, which Reimers built for his own use and sold last year to Ernest Fay, of Houston, Texas, has been purchased by Lincoln Davis, Jr., former owner of the *Starling*. Shuman handled this sale and also has acquired the *Bacchant* from Vice Commodore Jesse W. Morton, of the Corinthian Yacht Club. *Bacchant* has been renamed *Tipler VII* and will undergo changes in an effort to regain some of her prestige, established when she represented Sweden and Germany in the international series of 1930 at Marblehead. Shuman, incidentally, represented the United States in that series with his *Tipler II*.

+ + +

The Paine-designed "M-B's" include a fleet of 21 boats which portends busy days afloat at the starting line. The two former partners of the "Q" *Lively Lady* have joined the 17½-footers. Francis Cummings, a former titlist of the "M-B's," has acquired *Pintail*, while Charles Hodges, Jr., has purchased the *Cayuse*. The sales went through the office of John G. Alden. Torrid competition is assured with E. Sohier Welch's *Evanthia II* out to retain her rule over the class as well as Reginald Foster, Jr.'s, *Caprice*, D. C. Watson's *Sunbeam* and Walter Bell's *Chinook*.

+ + +

To the many yachtsmen who regard the Herreshoff Class S as the best racing boats afloat, the picture for next season at Marble-



The a.C.f. 47' CABIN CRUISER, with 6-cylinder 100 h.p. Hall-Scott engine with reduction gear, giving 12 m.p.h., $15,800.* Exceptionally steady and comfortable in rough weather. With the deckhouse located well forward, it is practicable to operate the boat single-handed, although quarters for a paid hand are provided. The bridge deck is panelled in rich wood, and makes a most attractive lounge and dining saloon. Two berths disappear into its sides when not in use. Very large galley. Large, light, and airy owner's cabin, with double bed, and sofa lounge converting into double and single berth. A roomy after cockpit, with an inviting leather seat stretching across the full width of the stern and large wicker chairs makes a delightful gathering place. Delivered fully equipped.

*In the water, Wilmington, Delaware. Price effective only to February 1, 1937.
May be had with 175 h. p. Hall-Scott engine, giving 16 m.p.h. for $16,800.

a.C.f.

THE 47' CABIN CRUISER

head should bring briny tears. Only four "S" boats are left of a fleet which once sailed 23 strong. The expense of putting on a modern racing rig with a Genoa jib is undoubtedly the answer.

+ + +

The Triangle Class passes out of Marblehead and heads for moorings at the Annisquam Yacht Club, where a big season is on the docket. A fleet of seven Triangles will race out of Squam River with four Stars, already on the enlarged club roster. The regular Annisquam supporting fleet will include ten Birds and approximately 15 to 20 Fish Class boats, manned by the youngest sailors.

+ + +

Thomas A. Sharp, of Rochester, N. Y., former owner of *Thisbe*, has acquired "Greg" Wells' Ten-Metre *Blue Goddess*, through the office of "Art" Shuman.

+ + +

The 50-foot motor sailer *Tamarack* has been sold by Eben Robison, of Scarsdale, N. Y., to a prominent New England yachtsman, through the office of Eldredge-McInnis in conjunction with Sparkman & Stephens. *Tamarack* will go to Florida and return in the summer for cruising on Buzzards Bay.

+ + +

Other sales include a new 37-foot over all Alden-designed yawl from W. P. Barrows to Charles S. Kelley, of New Bedford, through the office of Sparkman & Stephens. The auxiliary sloop *Volant* has changed hands from Paul D. Dean, of Boston, to Merrill Hawkins, of Fall River.

+ + +

John G. Alden reports the sales of the 30-foot a.c.f. double cabin cruiser *Peggy Jean II* to R. J. Brackett, of Leonia, N. J.; the 60-foot motor sailer *Blue Jacket* to John J. Hagerty, New York.

Yachting activity sails apace down on Cape Cod. The Stone Horse Yacht Club, of Harwichport, with Commodore Aaron Davis at the helm, has grown in four years from a fleet of six boats to forty-eight. A dozen more new boats are expected this summer which should put this club in the front rank on the Cape.

+ + +

The Boston office of Sparkman & Stephens has turned out a one-design racing sloop, 24 feet on deck, 15 feet water line, which is under serious consideration by several of the local yacht clubs.

+ + +

Work is progressing at the Quincy Adams Yacht Yard on a 72-footer for Thomas N. Dabney from the board of Sparkman & Stephens.

+ + +

The new 43-foot sloop for James Jackson, Jr., from the designs of John G. Alden, is well along at the Quincy Adams Yacht Yard.

+ + +

The Massachusetts Bay Indian Marconi Class Association will again be the backbone of the Boston Harbor racing interclubs. The *Peggy*, which George W. Wightman sailed to a pair of Indian Class titles, has been sold down in Narragansett Bay. Several new Indians will make their début so that the 21-foot over all, 17½-foot water line, lapstreak dories will be going strong in the attempt to hold title as the most numerous one-design class on the Bay.

+ + +

The "seeding" of four districts, Southeastern Massachusetts, Long Island Sound, North Shore and South Shore in the Sears Cup series of 1937 at Marblehead, should prove a decided benefit in reducing the racing pressure. The races will be limited to two a day, with three run only in case of emergency. The seeding will aid the handling of entrants in the national junior classic.

a. c. f.

PRICE LIST

Effective only until February 1, 1937

26′ "ROAMER," with Chrysler Ace 6-cyl. engine	$2,140*
32′ "WANDERER," with Chrysler Ace 6-cyl. engine	3,260*
32′ "WANDERER," De Luxe Model, with Chrysler Ace 6-cyl. engine	3,880*
34′ Cruiser, with Chrysler Crown reduction gear engine (Also available with bridge deck enclosure at slight extra cost)	4,900*
38′ Twin Screw Express Cruiser, with Gray 8-cyl. 110 h.p. engines	8,750
38′ Twin Screw Express Cruiser, with Scripps 6-cyl. 175 h.p. engines	9,750
40′ Enclosed Bridge Deck Open Cockpit Day Cruiser, with 6-cyl. 100 h.p. Hall-Scott r.g. engine	13,000
40′ Enclosed Bridge Deck Double Cabin Cruiser, with 6-cyl. 175 h.p. Hall-Scott engine	14,500
42′ "VOYAGER," Twin Screw Single Cabin Cruiser, with Chrysler Ace 6-cyl. r.g. engines	8,980*
42′ "VOYAGER," Twin Screw Double Cabin Cruiser, with Chrysler Ace 6-cyl. r.g. engines	9,980*
46′ Twin Screw Double Cabin Cruiser, with Chrysler Royal 8-cyl. reduction gear engines	16,800
46′ Twin Screw Double Cabin Cruiser, with 6-cyl. 110 h.p. Hall-Scott engines	17,800
47′ Cabin Cruiser, with 6-cyl. 100 h.p. Hall-Scott reduction gear engine	15,800
47′ Cabin Cruiser, with 6-cyl. 175 h.p. Hall-Scott reduction gear engine	16,800
54′ Twin Screw Motor Yacht, with 6-cyl. 175 h.p. Hall-Scott reduction gear engines	27,500
68′ Twin Screw Motor Yacht, with 6-cyl. 175 h.p. Hall-Scott reduction gear engines	49,000

Prices based on delivery at the water at our plant in Wilmington, Delaware.

A.C.F. reserves the right to make any changes in specifications or prices without notice.

Equipment: Includes all requirements of U. S. Government regulations.

** Other equipment optional and extra.* *Prices Net, Taxes Extra.*

AMERICAN CAR AND FOUNDRY COMPANY • 30 Church Street, New York, N. Y.

"Sans Souci," built by Consolidated, and owned by Edwin G. Lauder of New York and Palm Beach, now uses HALL-SCOTT INVADERS.

"Sans Souci" now cruises at her former top speed without any overload on her engines, thus reducing engine maintenance to a minimum.

BE SURE TO VISIT HALL-SCOTT AT THE SHOW

In Section S of the Mezzanine you will find us happy to welcome you. The HALL-SCOTT Diesel, with 3:1 reduction gear, will be shown. It features the fresh-water cooling, which is standard equipment in all HALL-SCOTT Diesels.

The HALL-SCOTT 250 h.p. INVADER is the engine widely used for fast cruisers, sport fishing boats, and commuters. The 180 h.p. model of the INVADER has been stepped up to 200 h.p., and is shown for the first time.

The HALL-SCOTT 250 h.p. INVADER with reduction gear and a special free-wheeling clutch, makes a most desirable power plant for boats up to 100′ in length. Furnished with either 2:1, 2½:1, or 3:1 reduction gear, it delivers its power to an extra-large propeller. Because of the saving in weight, it often gives higher speeds than if the boat were powered with the so-called heavy duty type of engine.

The HALL-SCOTT EXPLORER and NAVIGATOR II have a special propeller-shaft coupling to prevent the transfer of engine noises to the hull.

The smallest HALL-SCOTT engine, FISHER JR., equipped with reduction gear, is an exceptionally rugged power plant for heavy boats or commercial use. If so desired it may be had with special equipment to burn fuel oil, in addition to the regular gasoline model.

a.c.f. Hall-Scott

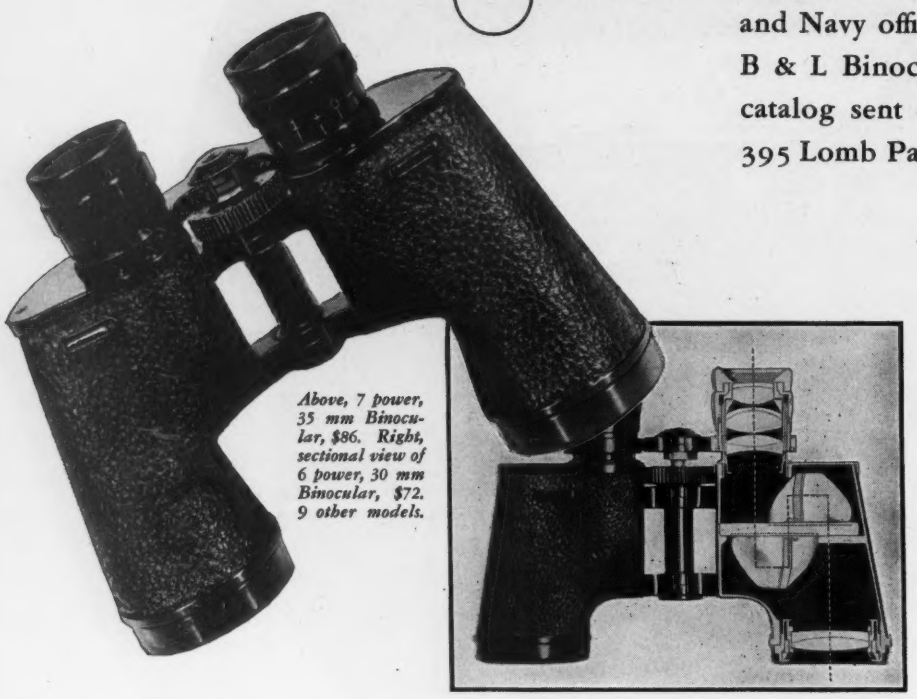
HALL-SCOTT MOTOR CAR COMPANY

• • Division of American Car and Foundry Motors Company • 254 West 31st Street, New York, N.Y. • •

BERKELEY, CAL. · LOS ANGELES, CAL. · SEATTLE, WASH. · DETROIT, MICH. · IN NEW ENGLAND, MARINE EQUIPMENT CO. OF BOSTON, MASS.

WHY THE WORLD'S FINEST BINOCULAR?

TO GIVE you the sort of space-defying vision you want, a binocular must have many qualities. Out of their years of experience in the production of prism binoculars, Bausch & Lomb engineers designed the current line to out-perform model for model, any other binocular offered on the world market. Its features include a tremendous light gathering power for use in dark weather, uniform brilliantly sharp definition over the entire wide field, light weight, ease of use, and rugged durability. Join the thousands of yachtsmen, Army and Navy officers, pilots and sportsmen, who say of their first B & L Binocular, "the finest glass I've ever used." 40-page catalog sent on request. Bausch & Lomb Optical Company, 395 Lomb Park, Rochester, N. Y.



Above, 7 power, 35 mm Binocular, $86. Right, sectional view of 6 power, 30 mm Binocular, $72. 9 other models.

BAUSCH & LOMB Binoculars

THE WORLD'S BEST—BY ANY TEST

Lake Ontario Notes

By CHARLES F. COLE

A NEW one-design class will make its appearance on Lake Ontario next summer under plans approved by a special committee of the Lake Yacht Racing Association, representing American and Canadian yachting centers on the lake.

Plans for a boat specially designed for Lake Ontario conditions have been drawn by Phil Rhodes, of New York, and two of the craft have already been ordered by Watertown yachtsmen, it is reported. The cost of the boats has been set at $3,000. They will be a combination cruising and racing yacht, sloop-rigged, with 450 square feet of sail, canvas decks, high racing rig, a permanent backstay aft and no bowsprit. Measurements are: length, 34 feet; water line, 23 feet; draft, 5 feet 3 inches; beam, 7 feet 7 inches.

C. D. Steever, of the Crescent Yacht Club, was chairman of the L.Y.R.A. committee, whose members included Commodore Hora, of the Kingston Yacht Club, William P. Barrows, Rochester Yacht Club, and Ted Pickering, Buffalo Canoe Club.

+ + +

One of the year's major yacht deals on Lake Ontario removes another Eight-Metre from the Rochester Yacht Club, *Thisbe*, owned by former Commodore Thomas A. Sharp. She has been sold to Charles Francis Adams, of Boston. In her place, Sharp has purchased a Ten-Metre for delivery next spring. He has not revealed the identity of his new boat, but intimates that she has a good racing record.

There remains in the R. Y. C. basin now but one "Eight" of the club's former stellar fleet that included two Canada's Cup winners. *Conewago*, formerly owned by Wilmot V. Castle, was sold last spring to a Chesapeake Bay sailor. John Van Voorhis' *Cayuga* is the sole remaining member of the fleet at Rochester.

Sharp's acquisition of the Ten-Metre has served to renew rumors that the next Canada's Cup contest will be sailed in this class. There is another "Ten" at Youngstown, N. Y.

+ + +

Commodore Edward J. Doyle was re-elected chief flag officer of the Rochester Y. C. at a midwinter dinner meeting that marked the golden anniversary of the Rochester sailing organization, now one of the Great Lakes' most active clubs.

Other major posts were filled by the following: Vice-Commodore, Harold L. Field; rear commodore, John Van Voorhis; secretary, Volney E. Lacy; treasurer, Ray W. Staub; corresponding secretary, Thomas A. Sharp; fleet surgeon, Dr. Leslie H. Wright; delegates to L.Y.R.A., Philip Farnham, James Dryer and Kendall Castle, Jr.

Dates for the L.Y.R.A. regatta have been set for July 10th to 17th. There is a likelihood that on one day of that week course races will be held at Cobourg, Ont., which marks the start or finish of the long-distance Freeman Cup Race. The Rochester Yacht Club will be host to the international contestants.

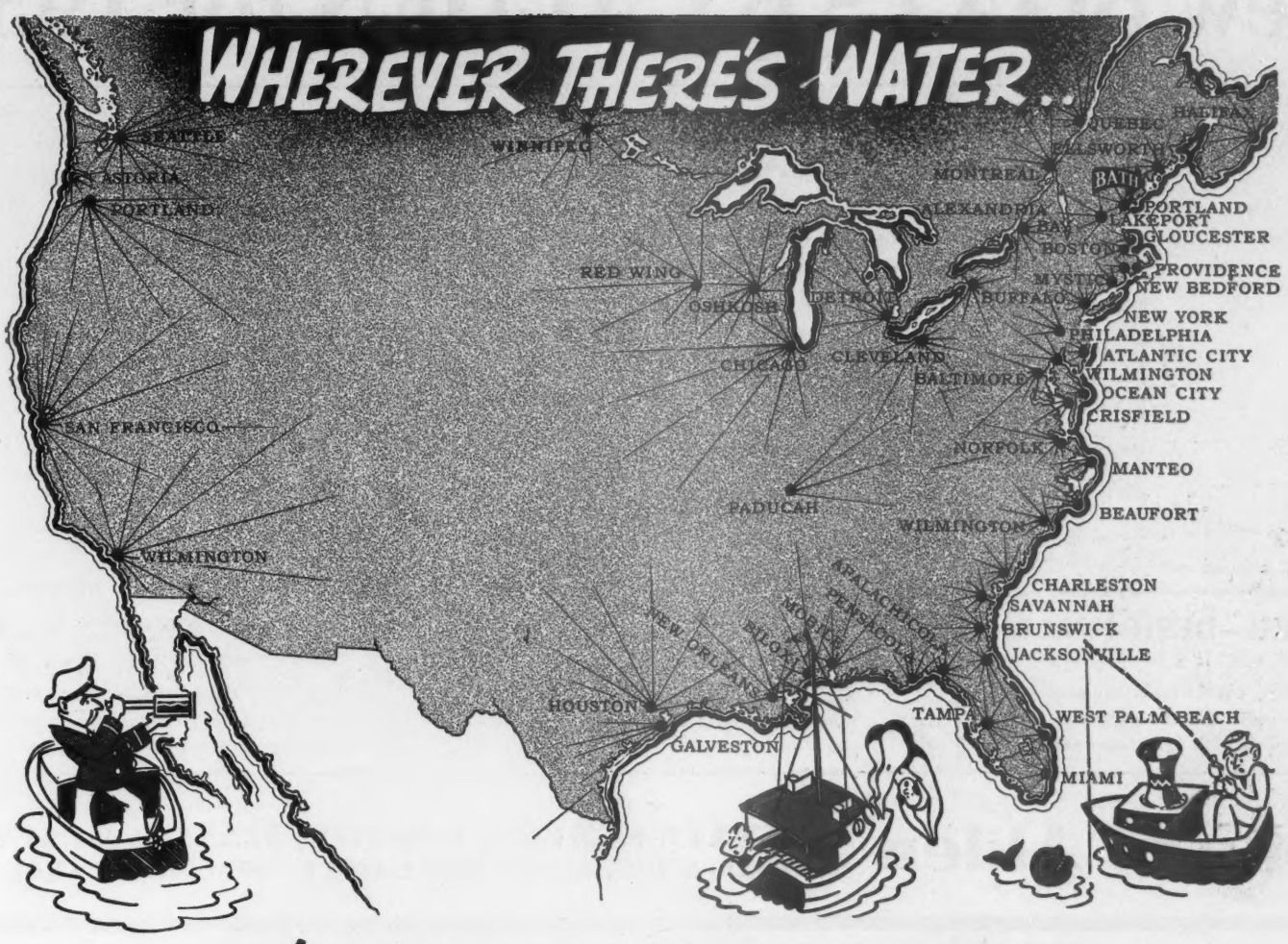
+ + +

William S. Nevin has been re-elected captain of the Lake Ontario Star Fleet (American) and Oscar Marth was again chosen secretary at the annual election. Nevin was the "father" of the new Lake Ontario Star fleet, having been the first and only Star owner for several years until last summer when a new fleet was organized at Rochester, which now boasts nine boats.

The newest Star purchaser is Commodore Doyle of the R.Y.C., who acquired *Turtle Star*, formerly owned by Ernest R. Phillips, a Californian who sailed her in the international championship race on Lake Ontario last September. Doyle sold his former Star *Silver Slipper* to Johnny Heinrichs, of Rochester.

+ + +

Bill Barrows, according to information that reached Rochester *via* Detroit, has promised to enter his New York "32" *Esmeralda* in the Port Huron-Mackinac Race next summer.

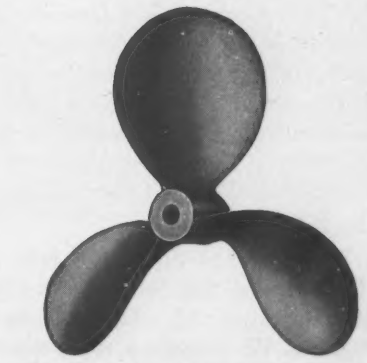


YOU'LL FIND A HYDE DEALER!

In every city shown is a Hyde distributor who carries a comprehensive stock of Hyde Propellers. Surrounding him are Hyde dealers who keep well assorted stocks of wheels to take care of the regular local business and draw on the nearest distributor for unusual requirements. Thus does Hyde cover the entire navigable waterfront with experienced and well equipped dealers, closely spotted, in order to give boatmen... builders, yachtsmen and fishermen, prompt and efficient service. It has taken nearly fifty years of fair dealing to build this excellent organization. Hyde is justly proud of its dealers.

HYDE WINDLASS COMPANY, BATH, MAINE

Member of Marine Propeller Manufacturers Association



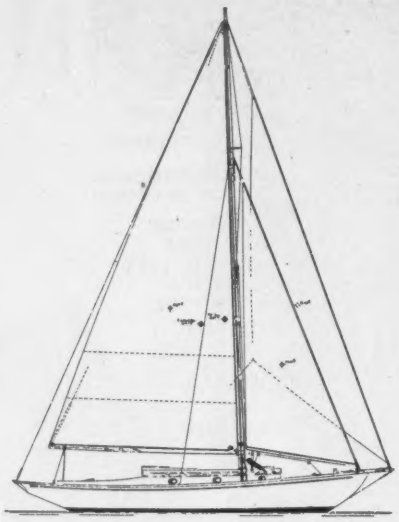
HYDE

PROPELLERS

Dealers everywhere carry ample stocks.

Send for this free booklet "Propeller Efficiency". It will tell you why Hyde Propellers often increase the speed of a boat and always get home safely.

New BOATS BY ALDEN for 1937

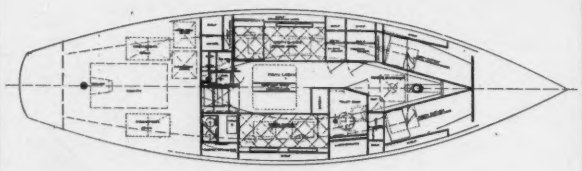


CUTTER—DESIGN No. 636

39′ 4″ x 28′ 1″ x 10′ 5″ x 5′ 3″

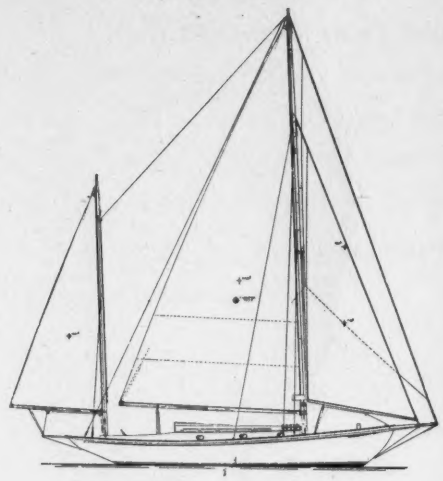
A fast, able, comfortable cruising boat. Easy to handle. Plenty of room. Sleeps four. Equipped with 4–22 Gray engine.

A limited number now under construction for Spring delivery. Price and detailed information on request. Since only a few of each design are being built, we suggest an early inquiry — by mail, telephone, or in person at the Show. Our booth number is 128, on the third floor.



CABIN LAYOUT

Similar in both boats. COST — in commission, ready to sail — on request.



YAWL—DESIGN No. 639

38′ x 27′ 10″ x 10′ 5″ x 5′ 3″

An ideal single-handed yawl with full headroom. Sleeps four. Good locker space. Equipped with 4–22 Gray engine.

John G. Alden 131 STATE STREET, BOSTON, MASSACHUSETTS

Branch Office: 220 BROADWAY, NEW YORK CITY

Chesapeake Bay Activity

By TED HOSTER

ON Sunday, November 15th, Clarence Davis died suddenly at his home in Solomons Island. He was well known as the head of M. M. Davis and Son, one of the oldest shipyards on the Bay, and to all those who came into contact with him in the line of business and to all his many friends his death means a great loss.

\+ + +

The Gibson Island Yacht Squadron held its annual banquet and election of officers at the Merchant's Club in Baltimore on the evening of December 4th. Donald Sherwood was elected commodore; Wallace W. Lanahan, vice commodore; Philip W. Howard, rear commodore; Leo Flanigan, fleet captain; Melville Grosvenor, secretary-treasurer; Carroll Williams, chairman of the race committee; Albert Ober, chairman of admissions; and Nathaniel S. Kenney, chairman of the junior fleet. Reports of the committees for the past yachting season were read and the plans announced for the third New London to Gibson Island ocean race. Alan J. Villiers gave an illustrated talk on his trip in the *Joseph Conrad* which has carried him and his crew over 55,000 miles in the last two and a half years.

\+ + +

According to latest information, several individuals and syndicates around the Bay are interested in purchasing the Bermuda one-designs which are being replaced by the new International one-design class. These boats seem to be able and should prove well fitted for conditions in these waters. Until the past several seasons, there has been relatively small interest in this type of racing hereabouts, so that this development will be watched by all racing enthusiasts.

At this year's automobile show in Baltimore several of the well-known motor boat builders had exhibits for the first time. Close at hand were two other innovations, an exhibit by the U. S. Coast Guard and one by the U. S. Lighthouse Service, the latter in charge of C. J. Boenning, an expert on the operation and supervision of lights and beacons, who proved most accommodating in giving interesting and useful information.

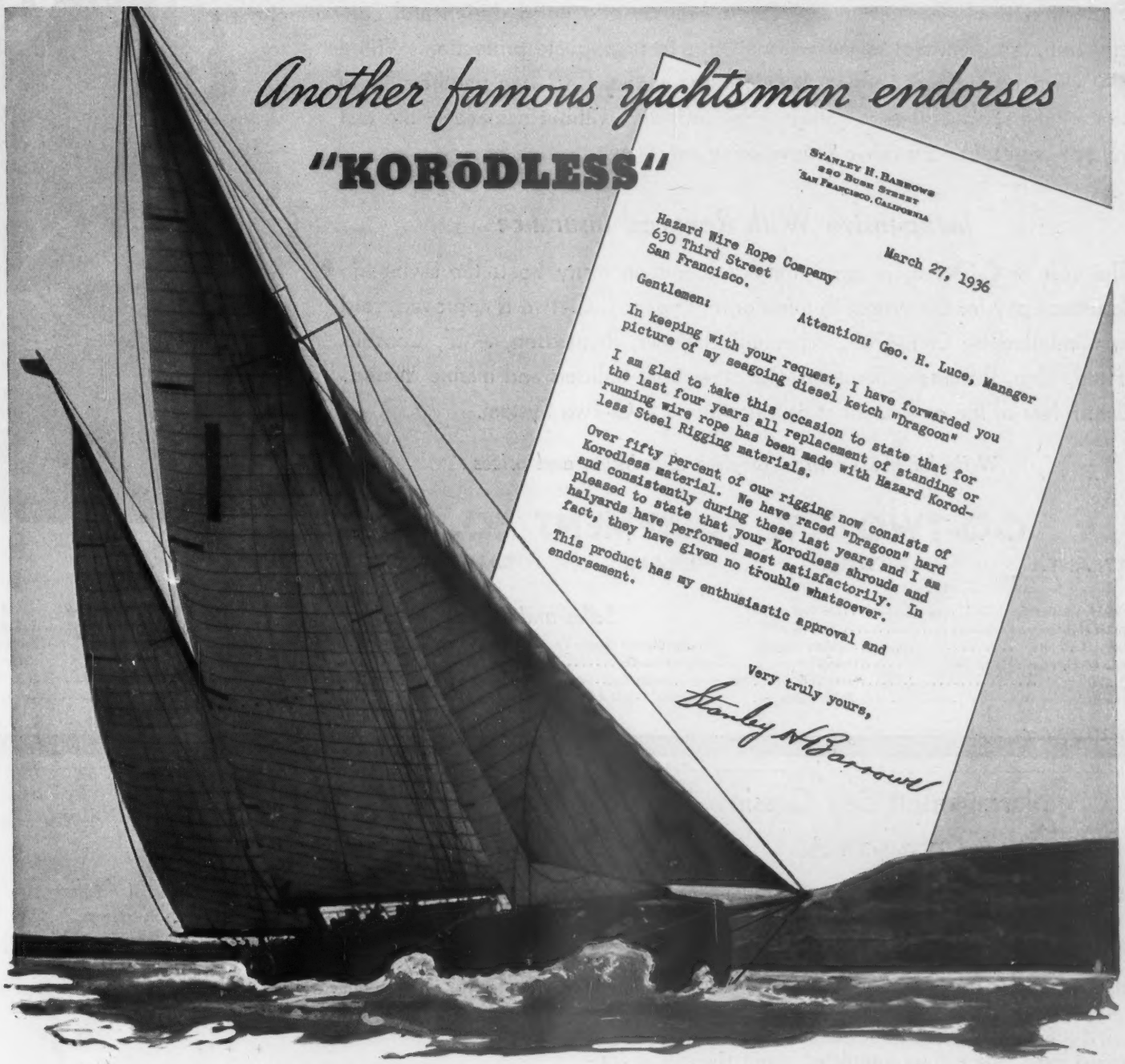
\+ + +

Alexander Y. Hiss, of Baltimore, has recently become associated with Yacht Sales and Service, Inc., of Philadelphia, as their Florida representative.

\+ + +

At a meeting of the Gibson Island Ocean Race Committee late in November the chairman, Clay Primrose, reported that at the meeting of the N.A.Y.R.U. in New York, which he attended, he had found great interest in the race next spring. The committee has now set the date of the start, the morning of Sunday, June 27th. The starting point will be New London. A start on Sunday will give the participants more time in which to square away after the festivities of the boat races, to provision, and generally have things shipshape. After weighing the advantages of both New London and Newport as starting points, the former was decided upon because of its greater accessibility and while the possibility — even the probability — of a beat to Montauk may seem unpleasant to a few, it will be as fair for one entrant as another.

Upon receipt of a resolution from the Cruising Club to the effect that its rule for the handicapping of cruising boats in ocean racing is to be altered, the committee decided to adopt the rule as revised by the Cruising Club. It will be interesting for those who have Cruising Club measurement certificates to note that this will entail no new measurements since only the factors will be slightly changed and no new dimensions used. At present, Gibson Island itself has eight boats which plan to enter the race and there are one or two more possibilities.


Another famous yachtsman endorses
"KORŌDLESS"
STANLEY M. BARROWS
350 BUSH STREET
SAN FRANCISCO, CALIFORNIA
March 27, 1936
Hazard Wire Rope Company
630 Third Street
San Francisco.
Attention: Geo. H. Luce, Manager
Gentlemen:
In keeping with your request, I have forwarded you picture of my seagoing diesel ketch "Dragoon"
I am glad to take this occasion to state that for the last four years all replacement of standing or running wire rope has been made with Hazard Korodless Steel Rigging materials.
Over fifty percent of our rigging now consists of Korodless material. We have raced "Dragoon" hard and consistently during these last years and I am pleased to state that your Korodless shrouds and halyards have performed most satisfactorily. In fact, they have given no trouble whatsoever.
This product has my enthusiastic approval and endorsement.
Very truly yours,
Stanley M Barrows

"We have raced 'Dragoon' hard and consistently . . . and . . . your KORŌDLESS shrouds and halyards have performed most satisfactorily. In fact, they have given no trouble whatsoever" . . . is the statement of Stanley M. Barrows, owner of 'Dragoon' and Vice Commodore of St. Francis Yacht Club and member of Corinthian Yacht Club, both of San Francisco.

Mr. Barrows and his seagoing ketch won the annual Pacific Coast Championship Regatta in 1933. Then, as ever since, "KORŌDLESS" gave such a good account of itself that during the last four years all replacement of galvanized running and standing ropes have been made with Hazard "KORŌDLESS".

It is needless to say that Mr. Barrows is a "KORŌDLESS" enthusiast. But so are hundreds of other yacht owners who have given us reports approving and endorsing "KORŌDLESS" rigging just as enthusiastically as Mr. Barrows' letter reproduced on this page.

Write for free book about Hazard "KORŌDLESS" Marine Ropes.

Visit the "KORŌDLESS" Exhibits at the New York Motor Boat Show—Booths 37 and 38

HAZARD WIRE ROPE COMPANY, WILKES-BARRE, PA.

Marine Department:

230 Park Ave., New York City • An Associate Company of American Chain Company, Inc.

GREEN SIGNIFIES SAFETY

⚓ HAZARD "KORŌDLESS" MARINE ROPES ⚓

Quick Death to Fire!

Protection is of first importance. Every year despite good design and construction, fire continues to ravage boats due to inadequate protection. With a C-O-Two system, that constant fear of fire is ended. C-O-Two smothers fire in the engine space, bilge or galley in seconds and without damage — fire that cannot be reached by other extinguishing agents.

Inexpensive With Reduced Insurance

The cost of C-O-Two is surprisingly low and on many boats the savings in insurance pay for the system in three or four years. C-O-Two is approved, sold and installed by Chris-Craft, Wheeler, Mathews, Richardson, ACF, Consolidated, Elco, Robinson, Stephens and other boat builders and marine dealers. Banish fear of fire on *your* boat by installing a C-O-Two System.

Write for booklet with complete description and prices

C-O-TWO FIRE EQUIPMENT CO.

ATLANTA CHICAGO NEWARK SAN FRANCISCO

Wm. H. Whiting Co. ..... Baltimore, Md.
Walter H. Moreton Corp. ..... Boston, Mass.
Henry H. Smith Co. ..... Detroit, Mich.
Smith Meeker Engineering Co. ..... New York, N. Y.
E. J. Willis Co. ..... New York, N. Y.
Commercial Construction Co. ..... Philadelphia, Pa.

Sales and Service

National Electric Supply Co. ..... Washington, D. C.
Curtis Marine Co. ..... Norfolk, Va.
Frank T. Budge Co. ..... Miami, Fla.
Woodward, Wight & Co. Ltd. ..... New Orleans, La.
Oregon Marine Supply Co. ..... Portland, Ore.
Marine Supply & Salvage Co. ..... San Diego, Calif.
Ets-Hokin & Galvan ..... San Francisco, Calif.
Wilmington, Calif.
Pacific Marine Supply Co. ..... Seattle, Wash.
Boeing Aircraft Ltd. ..... Vancouver, B. C.

Narragansett Bay Gossip

By SPINNAKER LIZ

HERRESHOFF'S, in Bristol, have further plans for enlarging their yard. The new all-steel storage shed was finished the latter part of October and practically all the space is taken in this 100 by 300-foot shed. In addition, a building 150 feet long by 100 feet wide is to be erected by May first.

The new 56-foot yawl for Walter Rothschild, designed by Sparkman & Stephens, is completely planked and in the process of being decked over. She will be completed about the end of January. A contract has just been received for a new 54-foot auxiliary yawl, designed by John Alden for a Great Lakes yachtsman. This boat will be delivered some time in the spring. Besides the new boats being built, new motors, new paint jobs and all kinds of repair jobs are now being done on the boats in storage.

+ + +

News of great interest is that Mr. Sopwith has made reservations at Herreshoff's for both the *Endeavour I* and the new *Endeavour II* and for the two convoy yachts coming over with them. They will all be serviced at this yard.

It is rumored, on good authority, that the *Velsheda* will also come over and race in these waters.

Weetamoe is to undergo alterations, but these have not definitely been decided upon. Herreshoff's have constructed a model of the re-designed underbody, and a decision is to be made shortly.

+ + +

Sales of interest to Narragansett Bay readers made through the office of Sparkman & Stephens include the 35-foot auxiliary yawl *Petrel* to Mr. and Mrs. Waldo Holcolme, who owned the *Asahi*. The latter was caught off Marblehead in the northeast storm, in October, and went the way of many a boat. One of the new 37-foot Alden yawls being built at Casey's, in Fairhaven, has been sold to Charles S. Kelly, 3rd, of New Bedford.

+ + +

The Newman-Fitz yard, in Warren, is also filled with boats in winter storage. The most interesting boat there is the *Mohawk*, owned by a naval officer from Boston. She is a deep sea fishing boat with a turtleback deck. The frames for the new 33-foot cutter for Clarence V. Nylan, of Providence, have been set up and the planking of her hull will start immediately.

+ + +

The yard of Albert Alder, in Warren, is filled to capacity with repair work of all kinds. Mr. Alder has started to build an 18-foot cat boat, designed by "Pop" Arnold for Mr. Lyons, of Providence.

+ + +

At Lemos's yard, in Riverside, the lead for the new 45-foot sloop designed by Sparkman & Stephens, has been poured. All frames have been laid and set up and planking started.

+ + +

At the Anchorage, in Providence, Bill Dyer is still steeped in "Dyer D's," which, as everyone should know by now, are ten-foot dinghies.

The latest news of the "D" is that a new class has been started at New Rochelle. Dinghies have been bought by Commodore Alexander J. Mead, vice-commodore of the club, and by five members, which starts the ball rolling for frostbiting in New Rochelle.

+ + +

On December 6th, Brown University held an intercollegiate dinghy meet in Providence, off the Narragansett Boat Club, on the Seekonk River. Sailing in clear weather and with a fair breeze, the

Paint her in the spring... she'll still gleam in October

DULUX STAYS

WHITE

ALL SEASON LONG!

SKIM your eye over these DULUX advantages—and if you're as proud of that sea-going craft of yours as we think you are, you'll see why DULUX is the *only* paint you should allow to touch its trim beauty.

DULUX is the *whitest* white ever made.

DULUX *stays* white! It keeps its rich gloss for the whole season.

DULUX is so smooth and hard it actually sheds dirt.

DULUX resists the destructive action of blazing suns, salt air and water, harbor gas stains.

DULUX is quick-drying—saves painting time—gets your boat back into the water faster.

DULUX is a complete new type of finish. And the difference lies in the DULUX vehicle—a synthetic oil developed by du Pont.

There's DULUX Exterior Clear for keeping "bright work" bright, too! And a complete line of finishes for use above the water line. See your Marine Supplies Dealer for full information. Ask for a handy little book "Keeping Your Boat Shipshape." Or else write to E. I. du Pont de Nemours & Co., Inc., Finishes Division, Wilmington, Delaware.

I'LL KEEP THAT HULL AND BRIGHT WORK GLEAMING TILL DRY-DOCK TIME!

DU PONT

DULUX

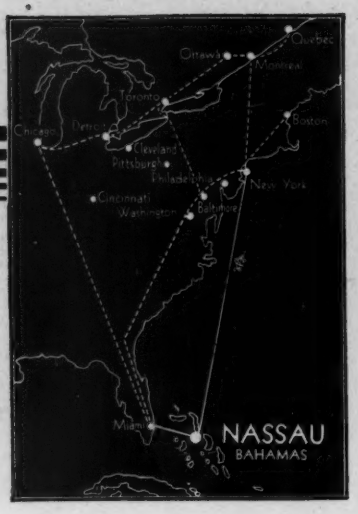
MARINE FINISHES

Nassau, winter haven of two continents—so much, *so near*, and for so little!

SCHEDULE OF CRUISES TO

Nassau

IN THE BAHAMAS



FROM NEW YORK

Sailing Date	Ship	Line	Duration of Cruise	Round Trip Minimum Fare
Jan. 8	BRITANNIC	Cunard White Star	6 days	$ 75.00
" 9	MUNARGO	Munson S. S. Lines	12 "	80.00
" 9	GEORGIC	Cunard White Star	11 "	140.00
" 16	ROTTERDAM	Holland-America Line	12 "	140.00
" 16	BRITANNIC	Cunard White Star	8 "	100.00
" 16	QUEEN OF BERMUDA	Furness Bermuda Line	12 "	150.00
" 22	PILSUDSKI	Gdynia America Line	10 "	110.00
" 23	MUNARGO	Munson S. S. Lines	12 "	80.00
" 23	GEORGIC	Cunard White Star	11 "	140.00
" 23	CARINTHIA	Cunard White Star	6 "	70.00
" 27	EMP. OF AUSTRALIA	Canad. Pac. S. S. Lines	16 "	185.00
" 30	CARINTHIA	Cunard White Star	6 "	70.00
Feb. 6	CARINTHIA	Cunard White Star	6 "	70.00
" 6	COLUMBUS	North German Lloyd	47 "	545.00
" 6	MUNARGO	Munson S. S. Lines	12 "	80.00
" 10	CHAMPLAIN	French Line	12 "	165.00
" 11	SATURNIA	Italian Line	7 "	90.00
" 13	CARINTHIA	Cunard White Star	6 "	70.00
" 13	EMP. OF AUSTRALIA	Canad. Pac. S. S. Lines	18 "	202.50
" 17	BRITANNIC	Cunard White Star	20 "	240.00
" 17	AQUITANIA	Cunard White Star	40 "	495.00
" 20	CARINTHIA	Cunard White Star	6 "	70.00
" 20	MUNARGO	Munson S. S. Lines	12 "	80.00
" 27	CARINTHIA	Cunard White Star	6 "	70.00
Mar. 5	EMP. OF AUSTRALIA	Canad. Pac. S. S. Lines	9 "	107.50
" 6	CARINTHIA	Cunard White Star	6 "	70.00
" 6	MUNARGO	Munson S. S. Lines	12 "	80.00
" 11	LAFAYETTE	French Line	10 "	127.50
" 12	BRITANNIC	Cunard White Star	13 "	165.00
" 13	CARINTHIA	Cunard White Star	6 "	70.00
" 16	EMP. OF AUSTRALIA	Canad. Pac. S. S. Lines	8 "	90.00
" 20	CARINTHIA	Cunard White Star	6 "	70.00
" 20	MUNARGO	Munson S. S. Lines	18 "	80.00

(*Later sailings upon request*)

FROM BOSTON

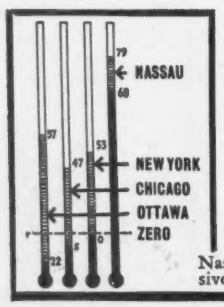
Jan. 9	LADY SOMERS	Canadian National	6	"	130.00
" 23	LADY RODNEY	Canadian National	6	"	130.00
Feb. 6	LADY SOMERS	Canadian National	6	"	130.00
" 20	LADY RODNEY	Canadian National	6	"	130.00
Mar. 6	LADY SOMERS	Canadian National	6	"	130.00
" 20	LADY RODNEY	Canadian National	6	"	130.00

(*Later sailings upon request*)

MIAMI—NASSAU SERVICE

Line	Lv. Miami	Arr. Nassau	Lv. Nassau	Arr. Miami	Round Trip Minimum Fare
Pan American Airways	8:30 a.m.	10:30 a.m.	3:30 p.m.	5:30 p.m.	$35.00
	Service daily Dec. 20 to April 30; extra sections as traffic requires.				
Clarke S.S. Co. "New Northland"	4:00 p.m.	9:00 a.m.	5:00 p.m.	10:00 a.m.	$25.50
	(*On same sailing* $25.50: *Stop-over season tickets* $31.00)				
	During Jan. & early April: From Miami Mon. and Thurs.; from Nassau Tues. and Friday.				
	During February and March: From Miami Monday, Wednesday and Friday; from Nassau Tuesday, Thursday and Sunday.				
S.S. "Ena K" and "Monarch of Nassau"	1:00 p.m.	9:00 a.m.	2:00 p.m.	9:00 a.m.	$19.50
	Sunday, Tuesday and Thursday in both directions.				

Munson S.S. Lines — from Miami alternate Sundays, from Nassau alternate Tuesdays.



ALL SAILINGS SUBJECT TO CHANGE WITHOUT NOTICE.
FOR INFORMATION SEE YOUR TRAVEL AGENT OR

NASSAU, BAHAMAS
INFORMATION BUREAU
30 Rockefeller Plaza, New York—COlumbus 5-4213
or Nassau Development Board, Nassau, Bahamas

Nassau's range of winter temperature (December to March inclusive) compared with those of three other cities for the same period.

Ten-foot dinghies racing off the yard of Peirce & Kilburn, at Fairhaven

following college crews competed: Brown, Fletcher and Anderson, Mason and Ferron; M.I.T., Colie and Downer, Hanson and Denison; Williams, Lewis and Beilby, Davis and Cleveland; Dartmouth, Albright and Bancroft, Shenstone and Goldenberg; Harvard, Hovey and Bacon, Lawson and Hutton. The results, in points, were as follows: Brown, 56; M.I.T., 47; Williams, 42; Dartmouth, 37; Harvard, 33.

+ + +

The Narragansett Bay dinghy sailors gave Buzzards Bay an exhibition of dinghy racing the latter part of November when Clifford Kilburn, of Peirce and Kilburn, invited them over for a real chowder luncheon and to give a demonstration of what ten-foot dinghies can do. New Bedford is so accustomed to seeing large vessels of all kinds come into the harbor that it was something of a novelty to see a whole fleet of miniature boats sailing around with gaily colored sails brightening up the cold gray day. There were thirteen boats sailing four races; three in Class B, with Sid Herreshoff taking all honors in his new *Glory B*, and ten in Class D, with Arnold Hoffman's *Dipit* carrying off high points. It was a day worth remembering and the Narragansett Bay frostbiters hope that will be an annual event.

Buzzards Bay

Furnans Yacht Agency is completing designs for a new 60-foot schooner for a prominent yachtman, to be used in and around Vineyard Sound. The boat is to be built by Willis Reid, of Winthrop. Orders for construction of the Furnans designed 58-foot motor sailer have just been placed with the Casey Boat Building Co.

Sales reported from this office are as follows: The sloop *Good Egg*, from Mrs. G. D. Lannon, Flushing, N. Y., to L. T. Willard, of Murray Hill, N. J.; the cruiser *Hoot Mon*, from Mr. Scott, of Mattapoisett, to Richard Parmenter, of Ithaca; the cruiser *Olympic*, from Douglas Payton, of Providence, to Milton Heap, of New Bedford; a 32-foot yawl from Furnans designs, built by the Quincy Adams Yacht Yard, to a prominent yachtsman in Connecticut.

+ + +

At Casey's boat yard, in Fairhaven, the new 58-foot motor sailer is planked, most of the inside joinerwork done, decks and trunk put on and the motor landed on the beds. Of the seven Alden yawls building at this yard, one has been completely planked, another is half planked and a third has her keel set up. The yard also reports orders for three of the 33-footers of their own design.

Notes from San Diego

By JERRY MacMULLEN

ENDING its fiftieth year with the largest number of members in its history, the San Diego Yacht Club early in December elected the following officers for the 1937 season: Commodore, Jack Nuttall; vice commodore, Harrison G. Sloan; rear commodore, Bert Daniels; secretary-treasurer, Victor Doyle; directors, George H. Stone, W. L. Phillips and George Jessop. Commodore Wallazz B. Eaton, retiring after two years, reported the club in an unusually sound condition.

+ + +

Samuel B. Dauchy, chairman of the race committee, reported a total of 38 races held during the year, 369 entries being recorded for the events. One of the most successful events was the race around the Coronado Islands, in Mexican waters, where the handicaps were worked out so successfully that the entire fleet, started on its individual handicaps, was fairly well bunched at the finish.

+ + +

Commodore Henry G. Weston was reelected head of the Coronado Yacht Club when that organization held its annual meeting in December.

Elected to serve with Commodore Weston were the following: Vice commodore, Col. H. H. Bissell; rear commodore, C. G. Burwell; secretary, Ivan B. Snell; treasurer, Lieut. Comdr. Valentine Wood; directors, Alonzo Jessop and Lieut. Comdr. George Ott. The club has completed one of its most successful seasons, with many races, including the annual Long Beach to Coronado race for power cruisers.

Great Lakes Breezes

By R. A. HAYNIE

THE Lake Michigan Yachting Association has for many years conducted navigation classes throughout the winter months, which have been well attended. This year, as a result of numerous requests, the Association has arranged a series of lectures on various other subjects of interest to yachtsmen. Durl Ruger, Commodore of the Jackson Park Yacht Club, has arranged the schedule and has done a good job, if the response to the lectures already held is a gauge.

+ + +

The fleets at the Milwaukee and South Shore Yacht clubs continue to grow. The former club will have three new yachts. L. N. Telander has a smart 34-foot cutter from Alden designs. "Telly" had the hull built by the Sturgeon Bay Boat Works and then shipped down to Milwaukee, where he is having the interior finished under his supervision and according to his own ideas, with the result that he has as much room as the average yacht several feet longer.

Alva Smith is having built, by the same yard, a 38-foot cutter from Phil Rhodes' designs. She is a double-ender and will be built of the best materials.

+ + +

Walter Jahr has ordered an Alden 36-foot motor sailer to be built by the Peterson Boat Works, of Sturgeon Bay.

+ + +

Otto Dreher of the South Shore Yacht Club has purchased the Class Q yacht *Lively Lady*. With *Hope*, *Spindle* and *Spider*, it would seem that this class is enjoying a real revival.

At the same time, there are rumors that two or three Eight-Metres will be added to the two already on the Lake. Apparently,

Your boat has one vulnerable spot. Fire usually strikes in the engine compartment and the bilge beneath. Protect it with LUX-O-MATIC, most famous of all fire extinguishing systems.

LUX-O-MATIC is self-acting. It goes into action from the heat of a fire, or the *force* of an explosion. Lux-o-matic will detect a midnight fire, will snuff it out instantly.

There are two systems — Lux-o-matic, *only automatic system approved for boats by the Underwriters' Laboratories,* — and Lux, an identical installation, except that it operates manually.

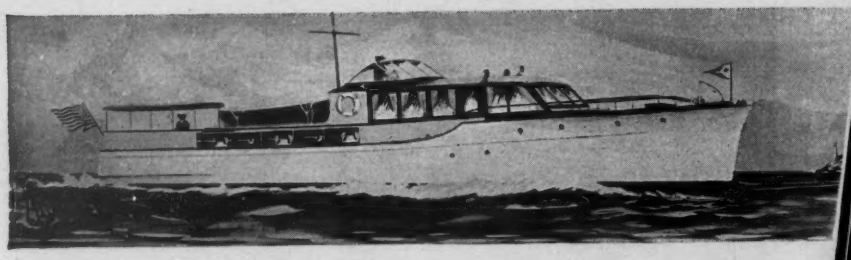
Ordinary extinguishers are useless against engine and bilge fires. Guard this vital spot with Lux snow-and-gas, fastest known extinguishing agent. Since it is operated by controls located safely away from the fire area, Lux greatly reduces the danger to you.

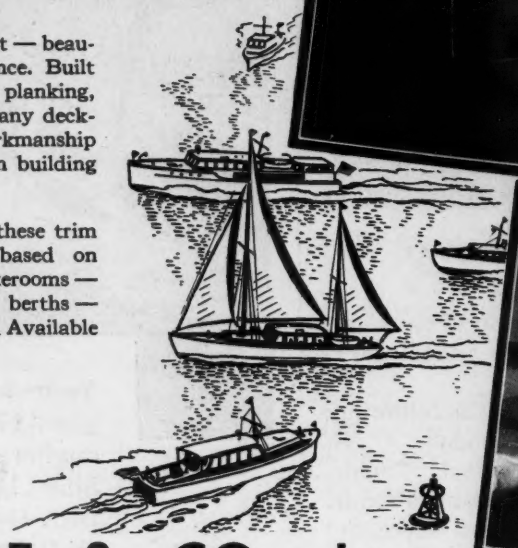
Get this protection without delay. Prices start at $60. *Let us explain how you can pay for a Lux system out of Insurance savings.*

Write today for your free copy of "THE BOAT THAT WON'T BURN." If you wish prices, too, briefly describe your boat.

Walter Kidde & Company
15 West Street
Bloomfield, N. J.

LUX-O-MATIC
FIRE LUX Systems
for all sizes of runabouts, cruisers, and yachts





New 54′ Grebe-Sunbeam Twin-Screw Diesel Cruiser

FULLY salt water equipped — staunchly built — beautifully finished — tested and proven performance. Built to most exacting specifications with mahogany planking, white oak keel and frames, teak decks and mahogany deckhouse and cabin trunks. Perfect finish and workmanship throughout are the result of years of experience in building fine yachts.

Notice the beauty and comfort of the interior of these trim new cruisers. Carefully planned arrangement based on extended cruising experience. Two or three staterooms — luxurious deckhouse living room with additional berths — spacious after deck — convenient side decks. Available with flying bridge or deckhouse control.

Attractive designs in larger and smaller sizes are also available

Write or wire for further information
Telephone — Superior 0806

HENRY C. GREBE & CO., Inc.

400 North Michigan Avenue, Chicago, Illinois

it is a toss up as to which class will be favored. It is certain, however, that the so-called racing division is staging a real comeback.

Only a few years ago, the Mackinac Cup Committee was considering the elimination of this division because of so few participants. While the cruising division has continued to grow, the racing division dwindled until last year, when it showed a revived interest.

This year, the indications are that from twelve to fifteen yachts will take part in the racing division and the prospects are that a fleet of fifty will race to Mackinac Island from Chicago.

\+ + +

One of the old "landmarks" of the race to Mackinac will be missing this year. The Gray's Reef Lightvessel was removed from her station at the close of navigation last month for the last time. When navigation opens next spring, the new passage at Gray's Reef will be lighted by the new lighthouse which has been under construction for the last two years. This will mark the passing of the lightships on Lake Michigan as the others have already been replaced by lighthouses.

The new passage is to the eastward of the old one and much wider, but the course to Mackinac will remain virtually unchanged, as the new channel will lead to the westward of New Shoals buoy number three.

The new station will have a radio beacon, as did the lightship. There will be a radio beacon installed at Old Mackinaw Point this year, which will assist those yachts equipped with radio direction finders in avoiding that famous stopping place, Graham Shoals.

With this new installation, Lake Michigan will have nineteen radio beacons, more than any other similar area in the country, and the Lighthouse Department is considering installing another at St. Joseph, Mich. Spaced, as they are, along both shores, they are a real aid to navigation.

\+ + +

The Lake Michigan Star fleet continues to grow. At least four new yachts of this class have been ordered, among them a new one for the Pirie brothers, which is being built by the Keith Boat & Engine Company, at Chicago.

The local Star fleet has grown so large that it has become unwieldy and the question of dividing the present fleet is now under consideration. The logical division, apparently, is to make the Stars of the Sheridan Shore Yacht Club one unit, and those of the various Chicago clubs into a separate fleet.

\+ + +

With the greatly increased enthusiasm for yacht racing on the part of the owners of cruising yachts as well as those with out and out racing yachts, the suggestion has been made that the Lake Michigan Yachting Association's annual regatta be held at some port equidistant from all the clubs. Black Lake has been mentioned as an ideal location for this event as it offers a fine harbor and good anchorage for the entire Lake Michigan fleet.

The scheme includes races to that port from the various yachting centers, to be conducted at the same time, as an inducement to yachtsmen to take part. In the past few years, this regatta has been held at Milwaukee, and this port has proved popular, but for the Chicago fleet, which has raced to Milwaukee, this scheme has its objections as the wind along the shore is usually rather fluky. A race from either Milwaukee or Chicago to Black Lake would make for fine sport as it would call for some real navigation.

\+ + +

The South Shore Yacht Club held its first meeting in the new clubhouse last month. While the interior is not yet completed, the members are using it as the scene of their winter yachting, which consists of sitting around a fire and talking it over. The membership continues to grow with the clubhouse.

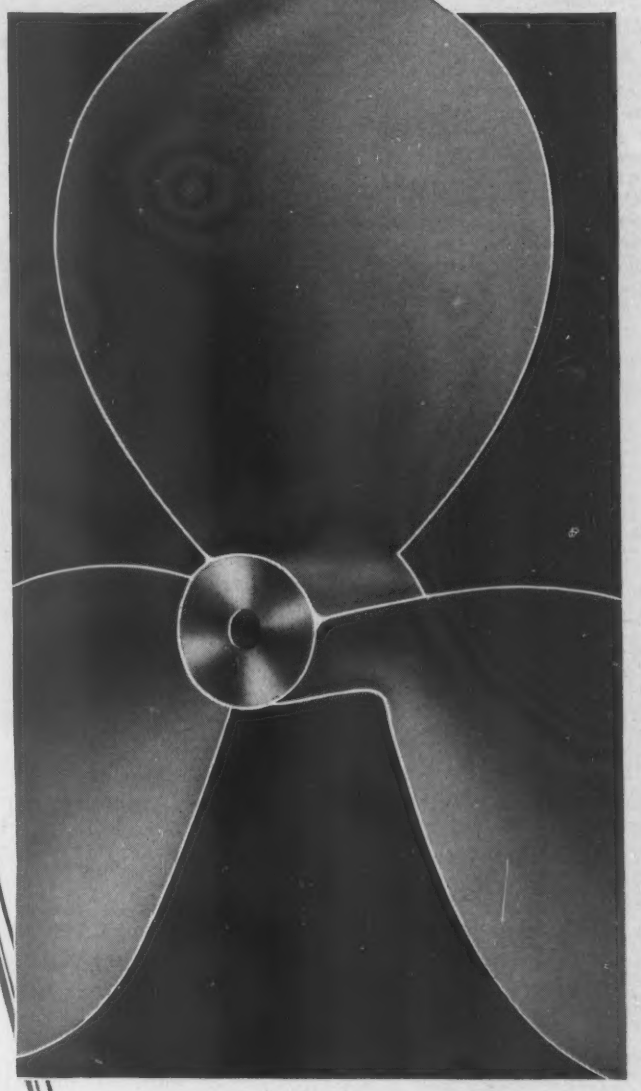
The waters of Lake Michigan are not conducive to frostbite racing but Chicago yachtsmen, determined to get their share of frostbites and chilblains, are going in for ice yachting.

Lake Zurich has already produced some really excellent condi-

They lead the fleet

COLUMBIAN

BRONZE *Propellers*



IT'S care and experience that count! It's background earned by over thirty-five years of attention to important details—turned to your advantage and to the satisfaction of the many thousand boat owners who specify Columbians. Ask Columbian users—and they form the vast majority—why they prefer their Columbian. The answer is always—"best speed, yet easy on gas because the wheel fits my boat".

We invite you to write to Columbian Engineers who will advise you on the correct propeller size. No obligation.

•

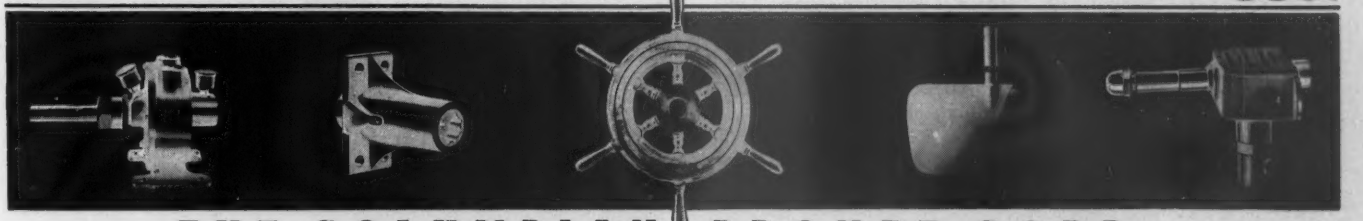
The complete Columbian catalog on request.

Columbians are specified by U. S. Engineers, the U. S. Navy, Coast Guard and the majority of leading boat building companies.

New—
COLUMBIAN MONEL METAL PROPELLERS
Ask for Details

Columbians are fastest for any type of boat

COLUMBIAN BRONZE MARINE FITTINGS



THE COLUMBIAN BRONZE CORP.

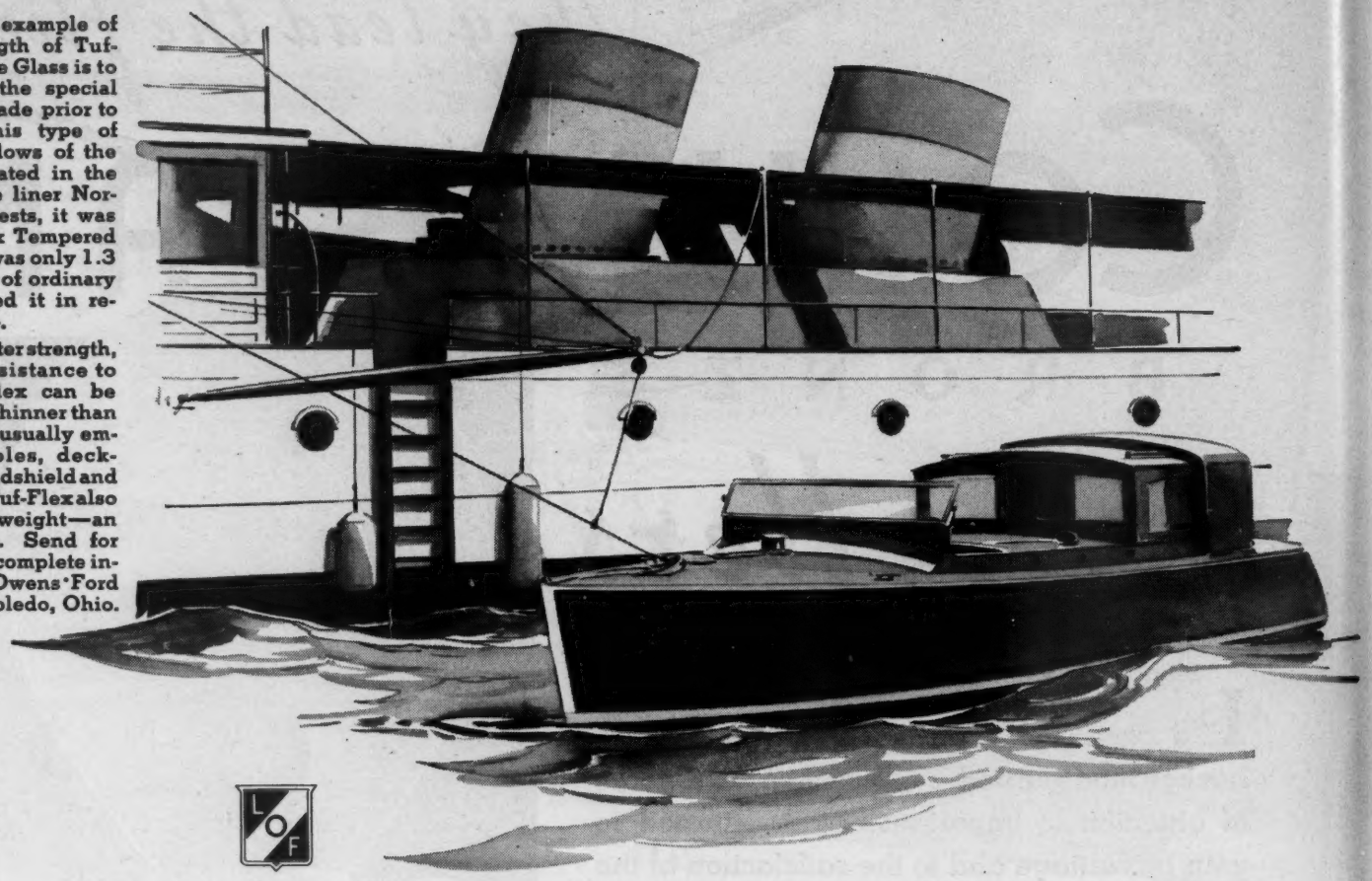
Member, Marine Propeller Manufacturers Association

238 North Main Street **Freeport, L. I., N. Y.**

TUF-FLEX . . . A GLASS THAT HAS UNUSUAL STRENGTH . . .

● No more striking example of the inherent strength of Tuf-Flex Tempered Plate Glass is to be found than in the special tests which were made prior to the selection of this type of glass for the windows of the Winter Garden located in the extreme bow of the liner Normandie. In these tests, it was shown that Tuf-Flex Tempered Plate Glass which was only 1.3 times the thickness of ordinary steel sheet, equalled it in resistance to pressure.

Because of its greater strength, flexibility and resistance to wave shock, Tuf-Flex can be used substantially thinner than regular plate glass usually employed for portholes, deckhouse windows, windshield and other marine uses. Tuf-Flex also saves 30-50% in weight—an obvious advantage. Send for booklet containing complete information. Libbey·Owens·Ford Glass Company, Toledo, Ohio.



L O F

LIBBEY·OWENS·FORD GLASS COMPANY

tions and, a little later, Lakes Delavan and Geneva will be frozen. These lakes are only a few hours' drive from Chicago. A great many yachtsmen who have been in the habit of hibernating through the winter, have discovered that sailing these "skeeter" ice boats is a thrilling sport. The Milwaukee contingent has made use of the winter season for years, but it is just recently that Chicago has discovered its possibilities.

+ + +

It is with regret that we report that fire has caused considerable damage to Lynn Williams' schooner *Elizabeth*. Whether or not she will be rebuilt is not known at this time, but a Mackinac race without *Elizabeth* would not be complete.

+ + +

Inter-Lake Yachting Association Elects

EDGAR T. WOLFE, of the Buckeye Lake Yacht Club, at Columbus, was elected commodore of the Inter-Lake Yachting Association, November 28th, at the annual meeting of the organization. Wilbur Wright, of the Cleveland Yachting Club, was advanced to vice-commodore, and Dr. A. R. Hackett, commodore of the D.Y.C. for next year, was elected rear-commodore. The meeting was held at the Toledo Yacht Club of which R. A. Luedtke, outgoing I.L.Y.A. commodore, is a member.

+ + +

Officers of the Stamford Y. C. for 1937

THE following men have recently been elected to office by members of the Stamford Yacht Club, Stamford, Conn.: commodore, Hon. Alfred N. Phillips; vice-commodore, Vincent C. Arguimbau; rear commodore, Jesse A. B. Smith. For fleet captain, Mr. Schuyler Gillespie was named; secretary, Mr. Wilbur Greenwood; treasurer, Mr. David Waterbury. Mr. F. L. Reid was appointed chairman of the regatta committee.

Southport, N. C., to Inaugurate Sailing Races

A NEW series of sailing races open to "A," "B," "C" and "Snipe" classes is to be run August 11th, 12th and 13th, under the sponsorship of the Mid-Atlantic Yachting Association, according to a recent announcement of W. B. Keziah, of Southport, N. C. Mr. Keziah is acting as temporary secretary of the movement, which has already received sanction from the South Atlantic Yachting Association.

Because of the peculiar location of Southport midway between the North and South Atlantic Associations, the name of Mid-Atlantic Yachting Association has been agreed upon. Having facilities either for a straightaway or 12-mile triangular course within a landlocked harbor, Southport seems to be ideally suited to small boat sailing, and this ambitious city's progress will be watched with keen interest.

+ + +

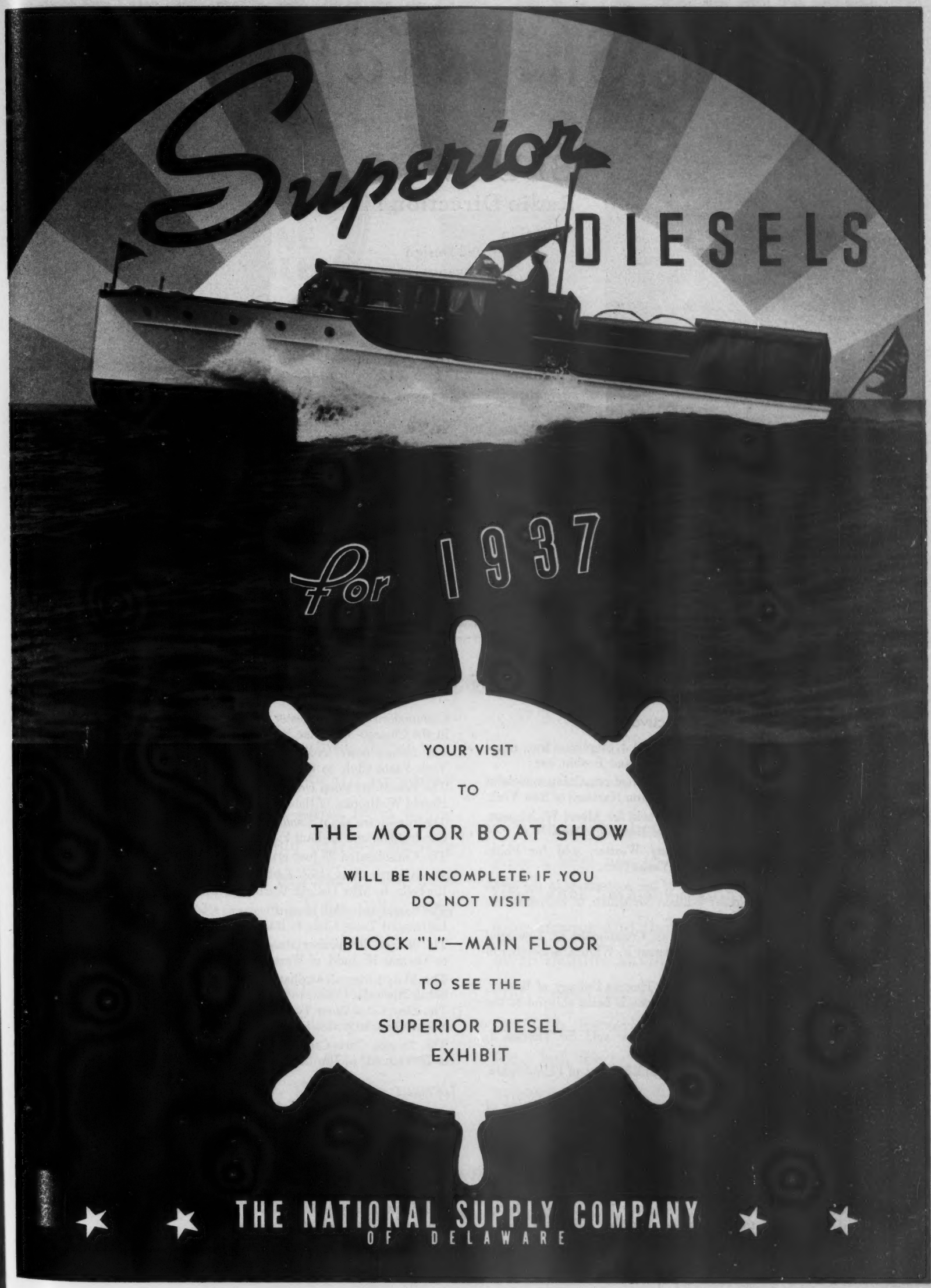
Gar Wood to Address A. S. M. E.

GAR WOOD, world's ace speedboat driver, "Gray Fox of the Detroit River," will give a lecture before the full membership of the American Society of Mechanical Engineers on January 14th, at 8:00 p.m. Convocation will occur in the Auditorium of the Engineering Society Bldg., 29 West 39th St., New York City. At this time Commodore Wood will present his new sound film on "Miss America." His comments will be semi-technical in nature and of interest to those of the yachting fraternity and the general public. All are invited to attend, admission being free.

+ + +

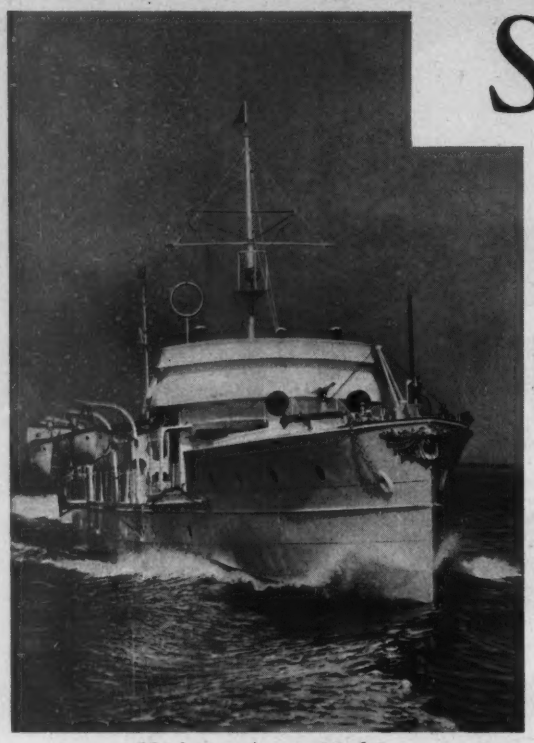
Swampscott Y. C. Reelects Officers

AT THE annual meeting of the Swampscott Yacht Club the following officers were reelected for 1937: Kingsland Dunwoody, commodore; C. Raymond Boynton, vice commodore; Norman C. Widger, secretary; Eugene S. Fenelon, treasurer.


Superior DIESELS
for 1937
YOUR VISIT
TO
THE MOTOR BOAT SHOW
WILL BE INCOMPLETE IF YOU
DO NOT VISIT
BLOCK "L"—MAIN FLOOR
TO SEE THE
SUPERIOR DIESEL
EXHIBIT
THE NATIONAL SUPPLY COMPANY
OF DELAWARE

Shipshape

⚓ ⚓ ⚓

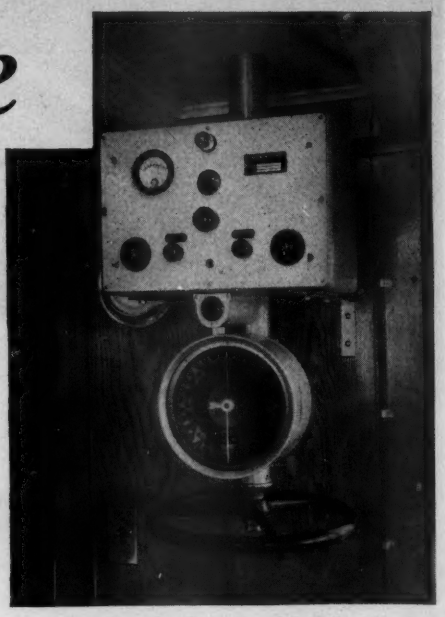


Navigator Arrow Model
Motor Yacht "ARLIS"

BLUDWORTH
Radio Direction Finders

Nautical in
Rugged Design
Performance
Economy
Dependability
Individuality
Singleness of Purpose

Eight Models, $172 to $1200, for *safe navigation* in all types of vessels.



Standard Arrow Model
Motor Yacht "CARITAS"

Representative Bludworth-Equipped Yachts:

Orion	Migrant	Apache
Marmot	Dauntless	Santana
Chimaera	Edlu	Maruffa

Commercial Installations in Fleets of:
Standard Oil Company
Sun Oil Company
Gulf Oil Corporation
Seas Shipping Corporation
American-South African Line

BLUDWORTH, INC.
Electrical Development & Acoustical Laboratories
79 Fifth Ave., New York
A Subsidiary of
Stromberg-Carlson Telephone Manufacturing Company

Odds and Ends from the Trade

Yacht Brokers Active

AMONG the recent sales effected by Sparkman & Stephens, Inc., naval architects and yacht brokers of New York and Boston, are:

The full rigged ship *Joseph Conrad*, one of the few remaining vessels of her type afloat, sold for A. J. Villiers to Huntington Hartford of New York.

The 83-foot twin screw Diesel yacht *Ungava*, sold for Albert W. Johnson, of Greenwich, Conn., to George W. Strake, of Houston, Texas.

The well known ocean racing yawl *Stormy Weather*, sold for Philip LeBoutillier to a member of the New York Yacht Club.

The auxiliary schooner *Water Gipsy*, one of the contestants in the ocean race to Plymouth, in 1931, sold for William McMillan, of Baltimore, to F. Trubee Davison.

The 81-foot Diesel yacht *Tara*, sold for Vice Commodore E. Townsend Irvin, of the New York Yacht Club, to Herman F. Whiton, a member of the Seawanhaka Yacht Club.

The Twelve-Metre Sloop *Ptarmigan*, sold for Thomas Dabney, of Boston, to Arthur C. Stewart, of Los Angeles. *Ptarmigan* is being shipped to the West Coast by steamer.

The 64-foot over all auxiliary schooner *Poseidon*, sold for Thomas J. Watson to a Greenwich, Conn., yachtsman.

The 77-foot Diesel yacht *Antonia*, sold for Frank Feeney, of Philadelphia, to James C. Kimberly, Washington, D. C.

The 50-foot over all auxiliary cutter *Gypsy*, sold for Frank C. Paine of Boston to Ren W. Bartram of the Indian Harbor Yacht Club.

The Diesel schooner *Cynthia B.* (*ex-Sonny*) sold for Philip Hazelton, of New York, to Robert Struthers, of Noroton, Conn.

The 57-foot Elco cruiser *Paragon*, sold for I. Silberman to W. E. Turner, of Norwalk, Conn.

The Larchmont "O" sloop *Gray Dawn*, sold for LeRoy Clark, Jr., of the Larchmont Yacht Club, to R. D. Brown, of Olean, New York.

The New York Yacht Club 32-foot Class sloop *Esmeralda*, sold for John K. Roosevelt, of Oyster Bay, N. Y., to William P. Barrows, former Commodore of the Rochester Yacht Club. *Esmeralda* is a possible entrant in the Chicago-Mackinac Race.

The 70-foot power cruiser *Sunshine* sold for Karl A. Bickel, of the New York Yacht Club, to Walter E. Blount, of Washington, D. C.

The Ten-Metre sloop *Dragon*, sold for James Jackson, Jr., of Boston, to Harold W. Brooks, of the New York Yacht Club.

The Six-Metre sloop *Challenge*, successful defender of the Seawanhaka Cup in 1935, sold for Paul V. Shields to Thomas K. Fisher of Detroit.

The Consolidated 39-foot cruiser *Keena*, to F. A. Jencke, of New York.

The Atlantic Class sloop *Frolic*, sold for Robert N. Bavier, Jr., of New Rochelle, to Miss Delight Weston, of Blue Hill, Maine.

The Sound Interclub sloop *Picaroon*, sold for Robert W. Perkins, of the Larchmont Yacht Club, to Harold F. Pitcairn, of Philadelphia, Pa.

The 35-foot Elco cruiser *Margot V*, sold for Andrew Lobell, of New York, to Thomas H. Judd, of West Hartford, Conn.

The 30-foot over all auxiliary sloop *Nona*, sold for Paul A. Degener, of South Norwalk, Conn., to Darrow Sage, of Short Hills, N. J.

The Star Class sloop *Tantrum*, sold for Miles C. Fox, of the Stamford Yacht Club, to a member of the Larchmont Yacht Club.

The 28-foot Chris-Craft cruiser *Daiquiri*, sold for John Tucker Battle, of Larchmont, to Harold Smith, of Oneonta, New York.

\+ + +

Sales By Bliven

CHARLES W. BLIVEN & CO., of New Rochelle, N. Y., reports the following sales during the last month:

50-foot Elco yacht *Tokay* sold for Antonio Ponvert to W. Allen Taft, of Pinehurst, N. C.

65-foot twin screw motor yacht *Tioc* sold for J. Clarke Coit to Antonio Ponvert, of New York.

60-foot twin screw motor yacht *Sea Queen* for K. B. Noble to Alan E. Freedman, New York.

THE EXIDE NAME ON A BATTERY

is your key to peace-of-mind

START OUT with everything shipshape, and you can look forward to sunny seasons of pleasure afloat—free from worry and care. And an Exide Marine Battery makes the best kind of beginning. For here is a battery that, once installed, brings you nothing but peace-of-mind.

Built for sea-service, where absolute dependability is the first consideration, the new Exides and Exide-Ironclads are of *genuine marine type and quality.* They have proved themselves, as did other Exides before them, in every size and type of craft and in waters the world over.

With one of these batteries aboard, you've gone a long way to assure your pleasure and safety alike for many seasons to come. Their long service and their freedom from trouble mean definite savings. There are 6 and 12 volt Exides for smaller boats, and 32 and 115 volt batteries, both Exide and Exide-Ironclad, for large craft. Play safe and save money with an Exide. See your marine dealer, or write to:

THE ELECTRIC STORAGE BATTERY COMPANY, Philadelphia
The World's Largest Manufacturers of Storage Batteries for Every Purpose
Exide Batteries of Canada, Limited, Toronto

AT THE MOTOR BOAT SHOW, VISIT EXIDE BOOTH NUMBER 126

A SATISFIED CUSTOMER

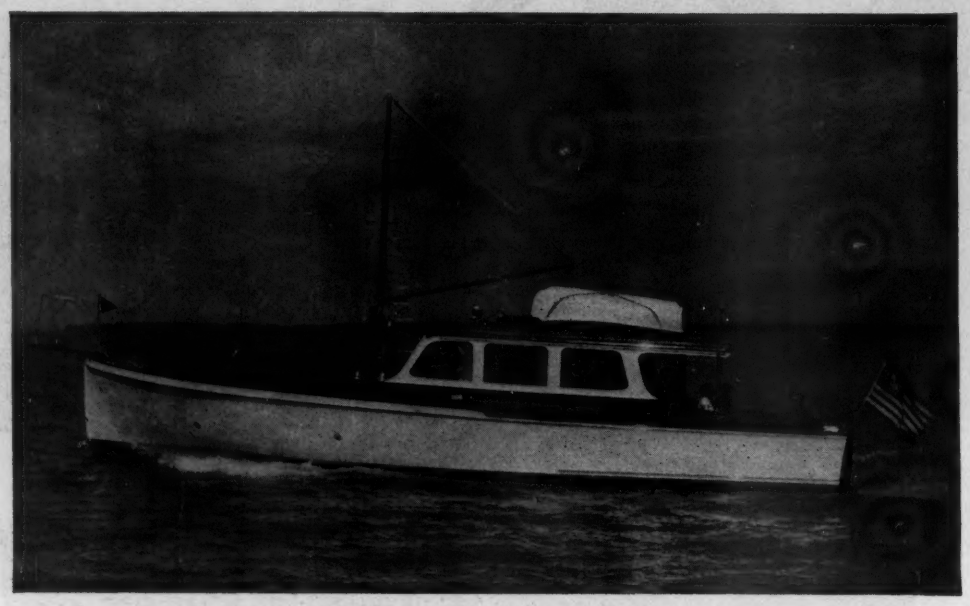
Unsolicited indorsement of PHILIPPINE MAHOGANY

In a letter which we recently received from The Matthews Company, Producers of "Matthews" 38′, 46′, 50′ stock Cruisers, they write as follows:

"For your information, we have used Philippine Mahogany for planking and super-structures, as well as most of the interior trim, for a number of years, and find it the finest wood we can obtain for this purpose."

⚓

PHILIPPINE MAHOGANY
The ideal wood for QUALITY BOATS



Matthews "46" Sport Cruiser

Philippine Mahogany Manufacturers' Import Assn., Inc.

TRADE PROMOTION DIVISION

2717 Grand Central Terminal Bldg., New York, N. Y.

55-foot twin screw yacht *Edkareu* for Joseph M. Patterson to Milton Sierad, New York.

38-foot twin screw a. c. f. express cruiser *Bobs III* for William L. Sayers to George A. Boadwee, Bronxville, N. Y.

+ + +

Townsend Buys Yacht Yard

GEORGE H. TOWNSEND, of Greenwich, Conn., has recently purchased the famous yacht and shipbuilding yard of M. M. Davis & Son from the estate of the late Clarence D. Davis. Due to the recent death of Mr. Davis, son of the founder of this company, which was established in 1875, it now passes into the control of one of America's best known yachtsmen.

Mr. Townsend brings to the company many years of yachting and business experience. He established and was for seventeen years president of the Boyce Motometer Company, manufacturers of internationally known motor accessories. From boyhood he has been interested in yachting, both sail and power, and is noted as twice winner of the famous Gold Cup with his *Greenwich Folly*. For years he commuted from Greenwich to New York in the high speed commuter *Sazarac* and, in his present motor sailer *Cheerio Too*, he has made extensive ocean cruises. For three years he was president of the American Power Boat Association.

Associated with Mr. Townsend will be William Edgar John, well known consulting marine engineer, who will act as general manager in charge of operations, assisted by G. Gunther Wallen, resident manager.

In view of the reputation of the Davis organization for high quality workmanship, no changes whatsoever will be made in the present personnel which is headed by Barnes Tusby, for many years superintendent of this yard, who has produced such fine yachts as *Manana*, owned by Stanley H. Barrows; *Orithia*, owned by Haliburton Fales; *High Tide*, Eugene E. DuPont; *Lord Jim*, Paul Nevin; *Narada*, owned by L. Corrin Strong; *Aweigh*, winner of the Nassau and Havana Races, owned by Lawrence Bailliere; *Diana*, owned by Langhorne Gibson; *Kiboko*, Clarence Postley, and the recently completed 82-foot auxiliary bugeye *Ko-Asa*, owned by George Marshall Allen. Among the boats now under construction is an interesting 60-foot cutter for George Whiting, of Baltimore.

D. A. Wallace Heads New Chrysler Marine Division

INCREASING demand for Chrysler engines for marine and industrial use has prompted the Chrysler Corporation to place this branch of its activities in the hands of an entirely new division of the corporation to be known as Chrysler Corporation, Marine Engine Division, located at 12,200 East Jefferson Avenue, Detroit. The new division will continue the policies successfully followed in the past by Chrysler's marine and industrial engine divisions. It is not affiliated in any way with any boatbuilding establishment.

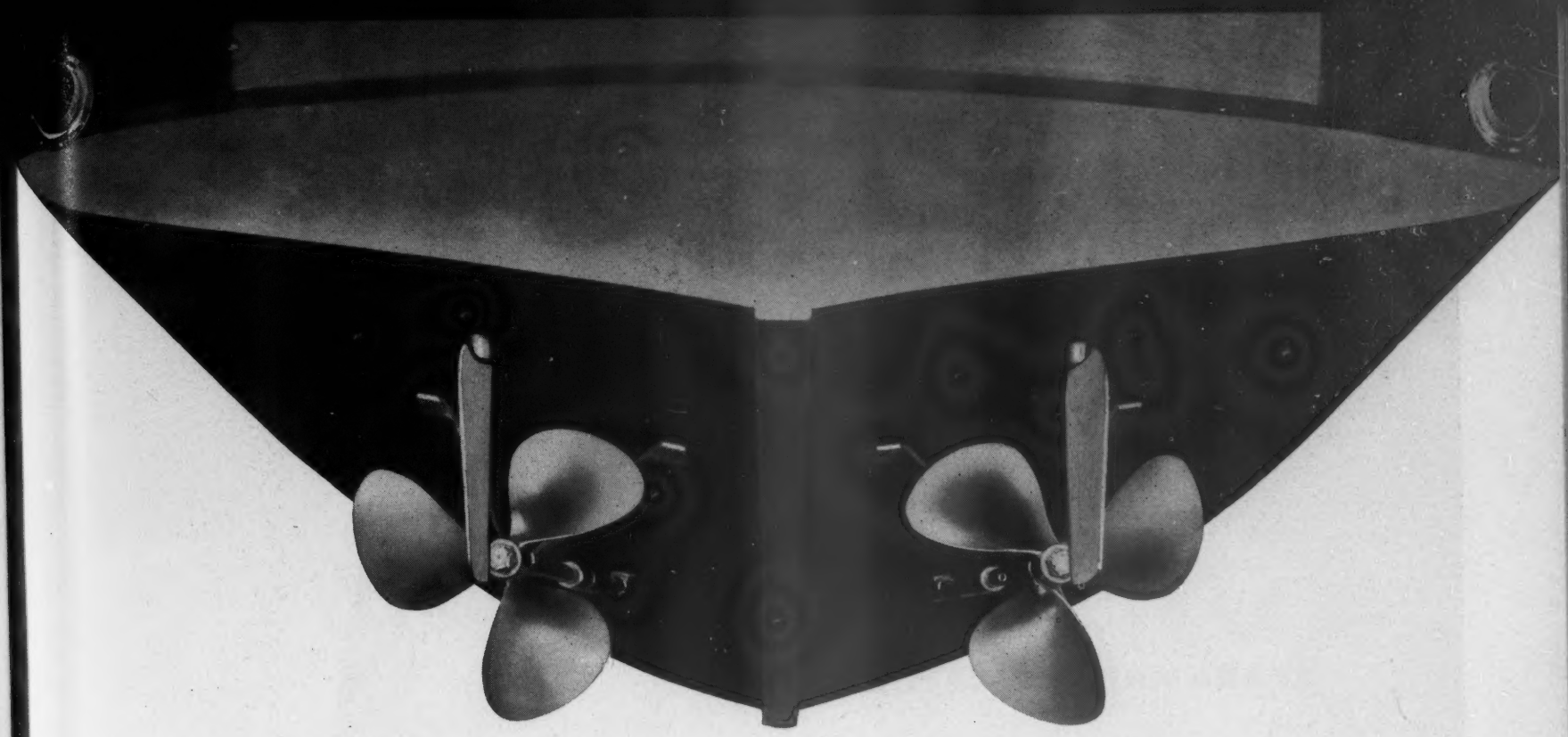
Heading the new organization will be D. A. Wallace. H. E. Fromm will continue as manager of marine activities and also will be one of the vice-presidents of the new organization. Mr. Fromm has been in charge of Chrysler's marine activities for the last ten years and is well known in the industry. H. E. Heath will be vice president in charge of the industrial engine section. P. J. Hilgendorf, who has been associated with the Chrysler Marine Engine Division as service manager, will continue in that capacity with the new company.

+ + +

Plymouth's New "Sales-Maker" Boosts Rope Sales

THE Plymouth Cordage Company foresees a further steady increase in the sales of Plymouth Manila rope, as more and more dealers install the Plymouth Sales-Maker in their stores. This patented display and merchandising device, originated two years ago by Plymouth, has been undergoing practical tests in stores in all parts of the country. Many tell of rope sales increased by as much as 100 per cent.

The Plymouth Sales-Maker is a complete rope department in itself, though it occupies less than four square feet of floor space. It is designed for stores where rope is stored in the cellar and brought up through holes in the floor. The Sales-Maker is of metal framework construction, attractively lacquered. The rope, after reaching the selling floor, is effectively displayed and as many as twelve different sizes of rope may be shown. On the back of the Sales-Maker is a clever device which automatically measures the rope as it is pulled between the wheels of a gauge. A V-shaped cutting device on the side makes it easy to cut rope in the exact length desired.



EQUI-POISE PROPELLERS
BEST OVER THE MEASURED MILE!

GEORGE F. CROUCH
Naval Architect,
Henry B. Nevins, Inc.

"Prior to the installation of Equi-Poise propellers on the yacht SEMLOH, I had used them on high-speed racing boats. But this triple screw installation is so outstanding that it emphasizes the value to owners and architects of your custom-engineering service."

WALTER J. McINNIS
Eldredge-McInnis, Inc.

"We have used a number of sets of your propellers on our private yacht work, in addition to equipping a group of fifteen Coast Guard Picket Boats built this year by Freeport Point Shipyard, Incorporated, from our designs—all with excellent results.

"The performance of Equi-Poise Propellers certainly stimulates the architect to new thought on propulsion efficiency possibilities."

P. L. RHODES
Associate,
Cox & Stevens, Inc.

"I can say that the Equi-Poise Propellers on the Diesel cruiser LIBRA II are giving consistently satisfactory performance under all conditions of operation.

"After a season's observation, it is my opinion that the Equi-Poise principle, combined with the personal service which you of the Federal-Mogul Corporation render, is a most important contribution to the marine industry."

By those who know, and have the opportunity to learn by test and experience, Federal-Mogul Equi-Poise propellers are recognized as best over the measured mile . . . best for every operating condition, for smooth, vibrationless performance, for ultimate economy, durability and speed . . . best because they bring out the utmost capabilities of each given hull and power combination — and prove it over the measured mile.

The majority of the more notable craft launched during 1936 carried Federal-Mogul Equi-Poise propellers.

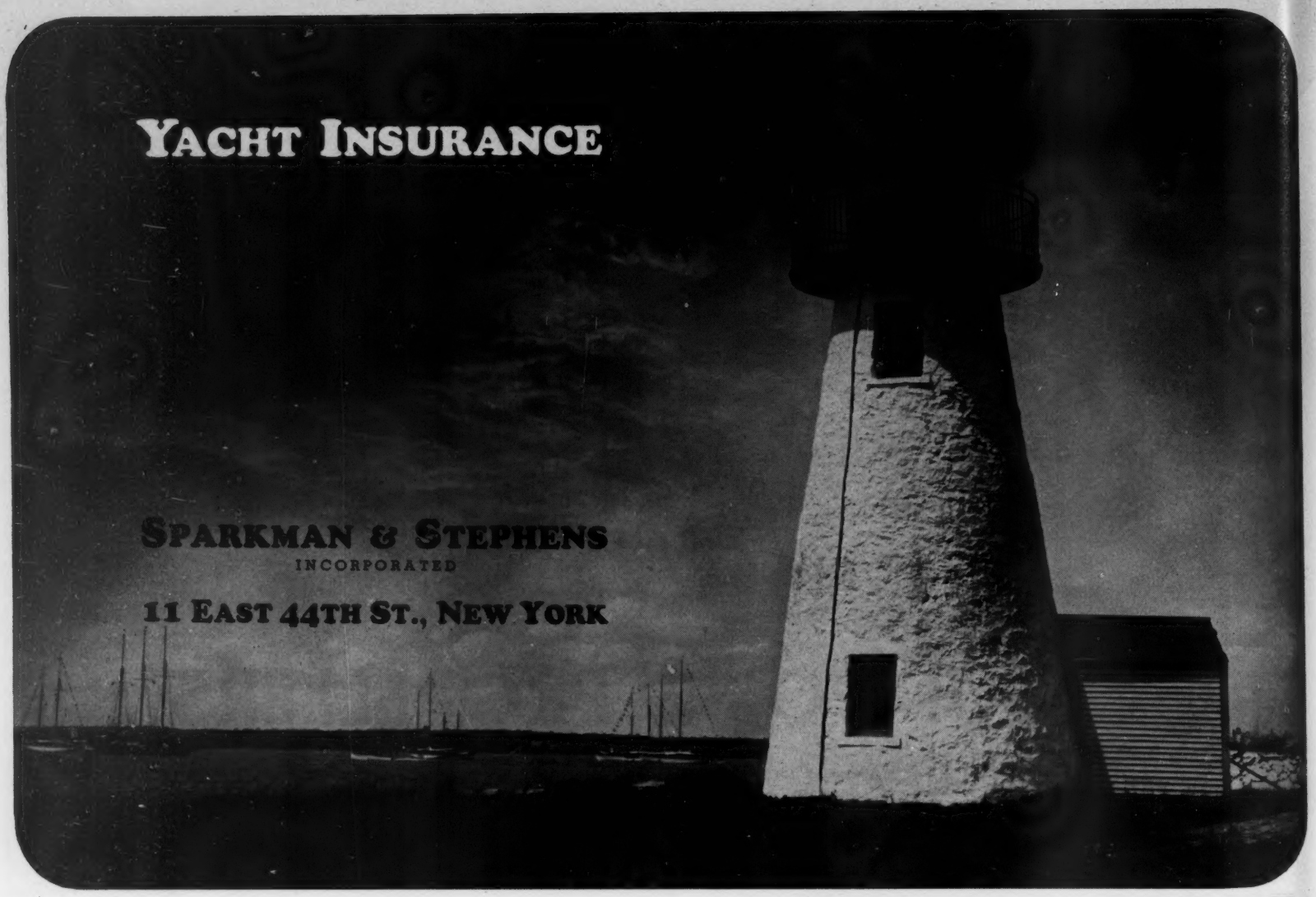
Practically every racing record of recent years is held by an Equi-Poise-propelled boat. Leading standardized builders have almost universally standardized on Equi-Poise.

Read what notable naval architects have to say about Equi-Poise propellers. Write for Specification Blank which entitles you to free expert analysis and definite propeller recommendations for your boat.

FEDERAL-MOGUL CORPORATION
MEMBER MARINE PROPELLER MANUFACTURERS ASSOCIATION
181 SHOEMAKER DETROIT, MICH.

TRU-PITCH Mogul FEDERAL EQUI-POISE

Best over the Measured Mile!



New Morse Transfer Drive

THE Morse Chain Company, of Detroit, offers an entirely new transfer drive this year, designed for use with engines of 80 to 90 horse power capacity in the higher speed brackets.

This new drive is compact in design and has an extra wide chain of entirely new construction. The chain is provided with a series of bar links, placed intermittently across its section, thus almost doubling its load capacity.

The drive permits mounting the engine lower and its construction is such that it can be located directly under the passenger seat without impairing exterior appearance or seating arrangement. It is fitted with brackets for mounting on the extension of the engine beds, and a water jacket connected to the engine cooling system.

The drive is also furnished with the Morse rubber Morflex universal joints, which provide a damping feature for insulating engine noises and also makes a rubber engine mounting possible. It is offered in two different ratios for runabout service and is also available for cruiser use.

The Morse Chain Company also continues its full line of radial Morflex propeller thrust couplings, so favorably received throughout the boating industry during the past year. It likewise continues its standard line of reduction gears for either built-in use or separate installation.

\+ + +

Larger Quarters for Alden's New York Staff

HENRY T. MENEELY, manager of the New York office of John G. Alden, naval architect and yacht broker, announces the opening of new, larger quarters at the old address, 220 Broadway, New York City.

\+ + +

Wilcox, Crittenden Buys Nautical Lamp Company

WILCOX CRITTENDEN has recently purchased the entire assets, equipment and stock of the Nautical Lamp Co., of Plainsville, Conn. The resulting improvements in manufacturing facilities and new types of marine lights made available will permit many further improvements in the well-known W-C line of "Hurricane Tested" marine lights.

Baltimore Distributors Appointed

MARTIN & LOOSE, 10 West Eager Street, have been appointed Baltimore distributors for Gar Wood boats. This firm also represents Matthews Cruisers and Federal-Mogul propellers.

\+ + +

Charles D. Mower Joins Nelson & Reid

CHARLES D. MOWER, well-known naval architect, has become associated with the office of Nelson & Reid, Inc.

Mr. Mower has been closely identified with yachting for many years and has taken an active interest in cruising, ocean racing and class competition. He opened his first designing office in 1905 and has practiced his profession continuously since that time except during the war when he served as an Inspector of Naval Construction.

In 1927, Mr. Mower became chief naval architect for the Nevins Yard at City Island. While there, he designed the Class M sloop *Windward* and the 81-foot Diesel yacht *Tara* (ex-*Analgra*) and many other well-known yachts. The Long Island Sound Interclubs and Vineyard Sound Interclubs are among the best known of Mr. Mower's many small racing designs.

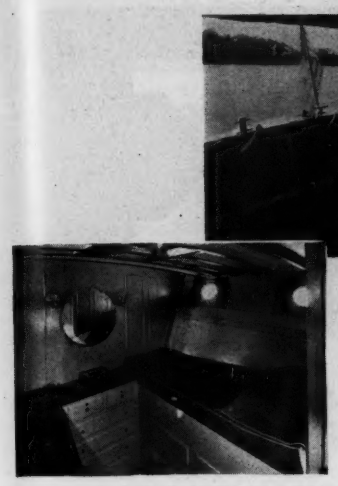
Among the recent successful cruising boats designed by Mr. Mower are the cutters *Jubilee* and *Crusoe* and the motor sailer *Cheerio Too*.

Mr. Mower served as measurer of the New York Yacht Club for several years and now holds that position for both the Cruising Club of America and the Manhasset Bay Yacht Club.

\+ + +

Increase in Marine Engine Buying Seen

NOW that business in general is on the increase, the marine industry will get back into its normal stride in 1937, according to a recent statement of L. J. Kanitz, general sales manager of the Lycoming Manufacturing Company. Already, reflections of this change are making themselves felt, the Lycoming executive asserted, saying, "People are getting back on the water and this not only means increased sale of new boats, engines and accessories, but a complete rejuvenation of the service and replacement business."



Top, luxurious aft cockpit

Forward stateroom, large and comfortable and decorated to suit owner

Note the wide side decks with rail, and wide seat full width of the flying bridge

Top, aft cabin, very spacious with connecting shower bath

Unusually large deckhouse dining saloon, seldom found on yachts of this size

Twin-screw 53-ft. cruiser, Diesel or gasoline power. Speeds up to 25 miles. Double planked. Teak decks, Honduras mahogany houses. Interiors to suit the individual and finished in mahogany, walnut, ivory or knotty pine. ▲ See these beautiful cruisers under construction offering custom built quality at stock boat prices. ▲ Designed by Chris B. Nelson and built by Julius Petersen, builder of fine yachts for almost half a century. Inquire for full details

NELSON AND REID, INC.

NAVAL ARCHITECTS AND YACHT BROKERS

110 E. 42nd STREET NEW YORK CITY

Telephones: CAledonia 5-4494 and 4417

JULIUS PETERSEN, BUILDER, NYACK, NEW YORK

Telephone: NYACK 2100

Three New Columbian Distributors

THE Columbian Bronze Corporation, manufacturers of propellers and marine accessories, announces the appointment of the following three new distributors: Riggs Fish Company, Everglades, Florida; Phillips Hardware Co., 301 N. Miami Ave., Miami, Florida; Edwin M. Hill, Damariscotta, Maine.

\+ + +

New York Office Opened

OLIVER JOHNSON & CO., INC., marine paint and varnish manufacturers of Providence, R. I., have recently established an office at 123 Lafayette Street, New York City, under the supervision of F. C. Sorenson.

\+ + +

New Wheeler Fisherman Developed

HARLAN MAJOR, noted fishing writer and sportsman with many years of experience in sport fishing and in the manufacture of sport fishing equipment, such as Major fish chairs, etc., has joined the Wheeler Shipyard staff in developing a 46-foot Gulf Stream Sport Fisherman Playmate, which will be one of the fastest cruisers at the Show.

Mr. Major is recognized as an authority on salt water fishing. His many years of experience in all types of sport fishing all over the world, backed by his practical knowledge and long experience in the manufacture of fishing chairs, tackle and general fishing specialties, make him especially fitted to coöperate with a boatbuilder in designing sport fishing craft. Mr. Major has long been an active sport fisherman. He holds the world's 3/6 record for sailfish, and last year took two swordfish off the coast of Chile the larger, of 674 pounds. He is an honorary member of the Pacific Sailfish Club of Panama and is active in other sport fishing organizations. The Wheeler Shipyard, Brooklyn, is now building a special 46-foot high speed fishing cruiser which will be exhibited at the New York Motor Boat Show and subsequently shipped to the Royal Palm Dock in Miami. This boat will feature the new Wheeler fishing chair, designed in coöperation with Mr. Major. She will have demountable outriggers, a new bait freezing unit, live well with forced circulation, fish tanks, pulpit and many other specialties so necessary on the modern sport fishing yacht. Mr. Major will be in attendance at the Wheeler Exhibit at the Show to answer questions as to gear and fittings necessary for sport fishing in various parts of the world and also to explain the features of the new equipment on the Wheeler Gulf Stream Sport Fisherman.

\+ + +

New England Marine Opens Service Center

A RENDEZVOUS for yachtsmen, winter and summer, has just been opened by the New England Marine Company of Boston, situated in the heart of the business section of the city, at 305 Congress Street. The center offers modern marine sales, service and winter storage facilities in an up-to-date plant. Even a private parking area for its patrons has been provided at this new location, to facilitate commuting from the North or South Shores during the warm months.

In the showroom facing Congress Street, a line of boats ranging from novelty waterbikes and children's punts to runabouts and large Wheeler cruisers may be seen, together with Winabout sailing craft, a product of the company. Prospective owners may, after choosing the model best suited to their requirements, have the boat put overboard for a demonstration in Fort Point Channel, at the rear of the Showroom.

The branch offices maintained by this company at 40 Broad St., Boston; Hyannis, Mass., and Lake Winnipesaukee, N. H. will be continued.

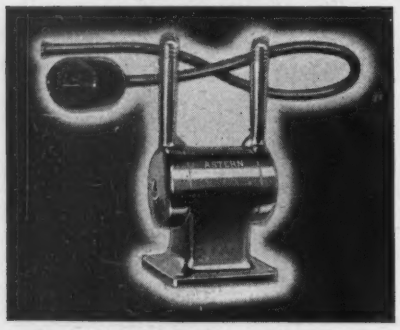
\+ + +

Owens Moves to New Location

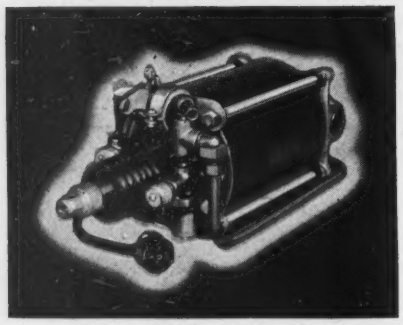
THE Owens Yacht Company announces the opening of its new and larger plant at the foot of Strusbury Road, Dundalk, Baltimore, Maryland. The new location is on Bear Creek, on the north shore of Baltimore harbor, only a short distance from the Baltimore-Philadelphia road.

BENDIX

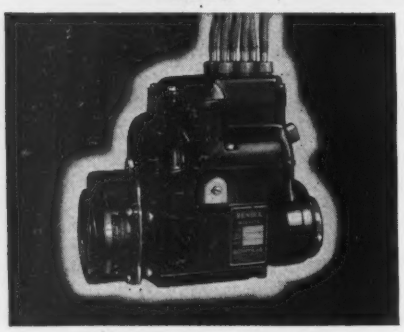
Bendix-Holmes Automatic Steerer and Steering Remote Control



Pedestal for Bridge Controls and *(rear)* Remote Steering Control



Bendix Electro-Vac Gear Shift and Remote Control



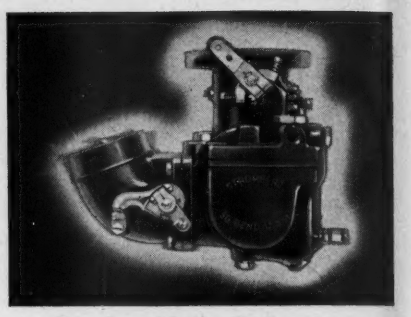
Bendix Scintilla Magnetos

Bendix Marine Products make *any* boat a *better* boat!

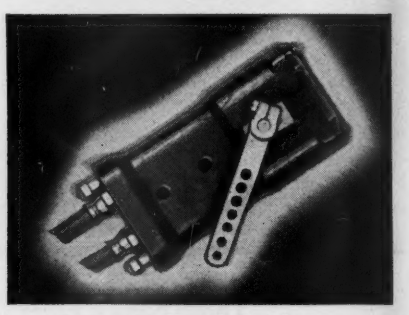
EVERY power-driven watercraft—from ocean-going cruiser to the fisherman's skiff or yachtsman's dinghy—can be bettered by Bendix Marine Products.

Modern, air-cooled and electric outboard motors! Full-automatic steering, with remote control to anywhere aboard! Power gear shifting, controlled by a finger's touch from anywhere aboard! Spark and throttle actuation at a touch of the finger on the bridge or elsewhere, 'round a dozen "corners" without backlash or lost motion! Carburetion of aircraft efficiency, 100 per cent "seagoing," guarded against backfire hazard and protected from dirty fuels! Ignition famous the world around for thorough-going, all-weather reliability! Engine starting equipment that asks no odds of sea or sky! Ship controls that are standard everywhere!

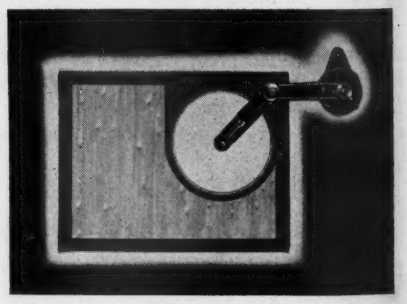
Bendix builds all this, and more, for seafaring folks. By and large, it costs no more than second-choice equipment. Particular sailors by thousands demand it. Send the coupon for literature.



Stromberg Marine Carburetor

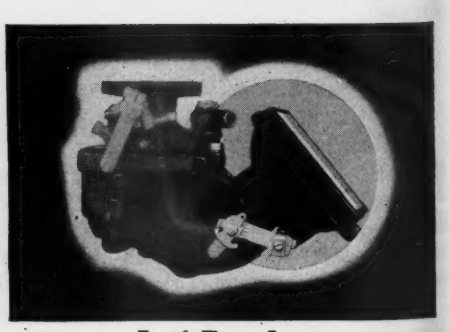


Hydraulic Throttle Actuator



Bendix Cory-Kent Clear View Screen

Zenith Fuel Filter



Zenith Flame Arrester

SEND THIS COUPON FOR FULL DETAILS ON ANY BENDIX PRODUCT

BENDIX MARINE PRODUCTS COMPANY
(Subsidiary of Bendix Aviation Corporation)
449 Bendix Drive, South Bend, Indiana
Please send complete data on the Bendix Marine Products checked at right.

Name .....
Address .....
City ..... State .....
Type of Vessel, or Nature of Business .....

- ☐ Bendix-Holmes Automatic Steerer and Steering Remote Control
- ☐ Pedestal for Bridge Controls
- ☐ Bendix Electro-Vac Gear Shift and Remote Control
- ☐ Bendix Scintilla Magnetos
- ☐ Stromberg Marine Carburetor
- ☐ Hydraulic Throttle Actuator
- ☐ Bendix Cory-Kent Clear View Screen
- ☐ Zenith Fuel Filter
- ☐ Zenith Flame Arrester
- ☐ Vacuum Control

ECLIPSE

New 1937 Bendix-built Outboards

NEW HAIR-TRIGGER STARTING • AEROTYPE IGNITION BUILT BY SCINTILLA—PERMANENT MAGNET LIFE • AEROTYPE CARBURETION BY STROMBERG • FINGER-TIP OUTSIDE CONTROLS • FULL-LEVEL TILT-UP • FULL 180-DEGREE STEERING • OUTSIDE FUEL FILL • NO-FUME AIR-STREAM COOLING • SILENCED UNDERWATER EXHAUST

REFINED—improved—advanced in every phase of performance! The new 1937 Eclipse Air-Cooled Outboard Motor again spotlights the sensational contributions which Bendix marine and aviation engineering has made to small-boat power!

Because its new Bendix Magneto, built by Scintilla, delivers the hottest spark ever packed into any outboard, this new motor definitely ends the era of toilsome, hand-blistering labor of starting. So hot is this spark and so efficient is the new Stromberg aerotype carburetion, that one-turn starting may be virtually guaranteed! See the new 1937 Eclipse before you do anything about a new outboard!

MAGNETO MODEL
(Battery Ignition Model also available)

WORLD'S QUIETEST SMALL-BOAT POWER!

1937 Eclipse Electric Outboard Motor

Positively silent! Improved for 1937, with greater power and speed! Fully protected against dampness and corrosion. Ideal for family summer home use, for dinghy service, for fishing, for every purpose where simplicity and silence are essential! Weighs only 20 pounds. Operates from ordinary storage batteries. See it at the shows and at your dealer's, or write the factory.

Entire Driving Unit submerged—Never overheats—Two Speeds forward—Full Reverse (360-degree steering)—"Four-Wheel-Brake" Stopping—Rubber-cushioned Tiller—Spring-loaded tilt-up—Simple 3-position switch control ("High," "Low" and "Off")—Perfect for the fisherman—"low" speed permits "just-right" shore casting—Serviced (re-greased and packed every season or so) by any automobile service station in a few minutes.

ECLIPSE *AIR-COOLED AND ELECTRIC*
OUTBOARD MOTORS
BUILT *BY* BENDIX

BENDIX MARINE PRODUCTS COMPANY
(Subsidiary of Bendix Aviation Corp.)
449 Bendix Drive, South Bend, Indiana
Send me at once full details and literature on new 1937 Eclipse Outboard Motors.

Name .....

Address .....

City ..... State .....

Name of Favorite Sporting Goods Dealer .....

● Sea Steel is a non-magnetic solid chrome-nickel Alloy Steel more than twice as strong as brass or bronze — stronger than any other metal adaptable for marine equipment — the most perfect material yet devised for a multitude of yacht uses. Sea Steel standard fittings are designed by George Lawley & Son Corporation and finished to the specifications of these master yacht builders. Sea Steel products are cast, forged, or fabricated. Any item and special designs can be supplied. Write for illustrated bulletin.

SEE US AT THE SHOW SPACE 57

GENERAL ALLOYS CO.
367–405 W. 1st St.
BOSTON, MASS.

A Whaling Master Disposes of His Property

Obed Gardner's Will Again Comes to Light

Siasconset, May 30, 1841

I, OBED GARDNER, master mariner, now living at "Sconset," write down this will.

Item — I have cruised with my wife, Huldy Jane, since 1811. We signed articles in town before the preacher on Independence Day. I want her and my oldest boy, Jotham, to be captain and mate in bringing to port whatever I leave and to see that every one of the crew gets the lay as writ down on this paper. I put mother in command. I know she'll be captain any way, for six months after we started on our cruise I found out that I was mate and she was master. I don't mean that she ever mutinied, but I no that whenever we didn't agree she always manoovered to work to windward. May be it was all right for she could sail closer to wind than I could and could manage the crew of little ones that she had as much to do with shipping as I did. She always wanted me to do the swearin' when there was any trouble. I know that when she and Jotham break bulk the cargo will be got out as well as I could do it myself.

Item — In 1838 Capt. Ichabod Worth got tired of the old *Nancy Rotch* and wanted to get rid of her so he got me to take a piece of her. When I saw her last she was lyin' at the wharf in Valparaiso more'n half full. I mean she was more'n half full of oil. Mother never liked her. I want Jotham to have that piece as extra pay for what he does in settlin' up my affairs for heel have to steer things while mother is takin' observations, watchin' the weather and lookin' over things below deck.

Item — I want mother to have the house on Union Street until she goes aloft. Then I want it to go to the children in equal lays and if any child dies I want the parents' young ones. But I don't want my daughter Belindy to have anythin' as long as her husband is livin'. He is a lubber, but she has been cruisin' with him for years. I havent got anythin' again him but he doesnt no how to navigate the sea of life. I do believe that if he wanted to stop a leak board ship it would be just like him to go into the hold with an auger and bore a hole threw the plankin' to let the bilge water out into the sea. But Belindy likes him. Thats just like a woman. If I should give the lay out-and-out to her, I am afraid her husband would manoover to get hold of it. So I want mother and Jotham to put it out at interest and give what comes of it to her until her husband ships for a corpse below decks in the grave yard. Then she can take the lay and do what she wants with it.

Item — I dont want my son Ezry to have anything from what I leave. All the children except him was good ones. They looked out for their mother and me. He didn't take after either of us except the time he took after me with a fid and hit me over the starboard eye. He new what was to come and was smart enough to jump into Johnny Gibbs catboat, hawl in the sheet and steer for the continent. When he got to Bedford he shipped as a boat steerer on the old *Falcon*. I was glad he did. I don't no where he is now but I herd he was master of a steamboat runnin' between Canton and Whampoa. I haven't got any use for him and I guess he hasnt any use for me. The black eye he gave me is outlawed and I dont now lay anythin' up agin him for that.

Item — I want mother and Jotham to settle up things as soon as they can break bulk, and make a fair divide between the children. But don't forget that I have writ down about mother and Belindy. I don't think Belindy's husband will make any fuss about the

Sails of Distinction

First to Make Parachute Spinnakers in America

"Challenge," Snipe No. 371
Philip A. Benson, Jr., Owner

Winner:
International Championships, Oshkosh, Wisconsin
Larchmont Race Week
Manhasset Bay Fall Series
Sea Cliff Yacht Club Junior Series
Sea Cliff Yacht Club Girls Series (Sailed by crew)

"Ace", No. 202
Adrian Iselin II, Esq., Owner
Winner of 1936 International Championship

The Largest Privately Equipped Up-to-date Sail Loft in the World

Tel. CI 8-1012, 1013 **Ratsey & Lapthorn, Inc.** City Island, N. Y.

way I have taken care of her unless she runs head on the shoals of a lawyer's office. Then look out for squalls. I hope she'll stand off if she sees a lawyer coming thort her bows.

Item — I want mother to have half of what comes from what is left of my property besides the house in Union St. She deserves it. Every time I was around the Horn she did her duty to the young ones, and I want her to have enough to live on until she goes aloft. Then I want her lay to go to the children in equal pieces, except that Belindy shall only have what comes from it until her husband dies. If mother wants to marry again that's her business. I never did like to cruise without a mate, and I guess she wouldn't like to either.

Obed Gardner, Master Mariner

\+ + +

Captain Obed Gardner ast us into his porch and opened his locker. He then ast us to take a drink of rum that was fetched to him from Boston by Captain George Swain in his schooner. We done so. It was a masterly warmin to our insides. Then he pulled this paper out of his pea jacket and signed it and said it was his will and he ast us to sign it as witnesses. We done so, then he ast one of us to write down what took place and as they said I was more of a skoller than they, I did so.

Jethro Coffin, 2d
Eleasur Paddack
Shubael Starbuc

\+ + +

Judge Harris, of Nantucket, wrote the following memorandum in July, 1918:

"The ship Nancy Rotch returned from Valparaiso with a good cargo and lasted many years longer, making money for the owners up to the time of her withdrawal from the trade. . . ."

Motor Boat and Sports Show of Chicago

PLANS are now in progress for staging the 1937 Chicago Motor Boat and Sport show in such a fashion as to eclipse the all-time high attendance record of 153,000 of last year, according to Hubbard Erickson, manager. This eighth annual show at Chicago will be held February 28th to March 7th inclusive, at the Navy Pier.

In response to the growing interest in boating on Lake Michigan during the past year, a large section of the show will be devoted to boats, featuring large sail boats and cruisers, runabouts, speedboats, canoes, small sail and power craft. A showing of model boats powered with regular motors is expected to prove of interest to the younger enthusiasts.

Trail cruising, the dry land counterpart of yachting, has also increased in popularity and a considerable proportion of the vast Navy Pier exhibition will show the latest developments in equipment for the "open road."

More than two miles of exhibits, including special features and contests, have already been reserved for participants in the 1937 show. Space for display of boats, engines, outboard motors, fishing tackle, camping equipment, trailers, resorts, guns, ammunition, sports equipment, wild life, athletic equipment and aquatic accessories has already been contracted for.

Extensive improvements have been made during the winter to make the enormous exhibition hall of Chicago's Navy Pier the ideal show spot of the region. A new heating plant will be ready to function at a moment's notice.

With the exhibits all on one floor, affording plenty of space for thousands of visitors simultaneously, and the blue waters of Lake Michigan on either side of the pier, the Sports Show is rapidly becoming known as the outstanding event of its kind west of New York.

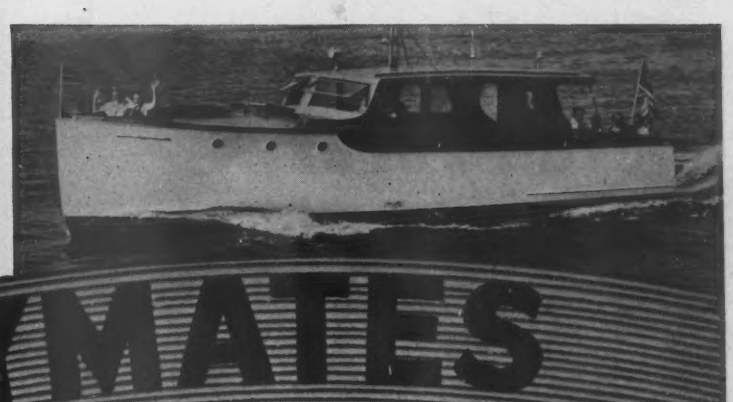
Top: 32′ Twin Stateroom Sunlight Lounging Sedan—*today's largest 32-footer*. Above: Vincent Astor's "Little Nourmahal," special 42′ Lounging Sedan. 17 miles with 2 Buda Diesels

Right: Combination deckhouse stateroom in the Wheeler 32′ Sunlight Lounging Sedan. An example of the comfortable, cheerful accommodations in the moderate sized Playmates

"Sport II," Miami Beach, Fla. Capt. Roy Stuart's 42-footer, with every facility for ocean fishing, including dual controls. She is used for private charter party fishing

Diesel Cruisers and Yachts with Scientific Soundproofing

In the new 1937 Playmate Cruisers vibrationless, soundless power—the silent speed of a fine car—has been achieved in a scientific manner. Sound is banished by thorough application of all the materials and methods approved by acoustical engineers



1937 PLAYMATES
QUALITY BOATS

Above left: 26′ Chummy Playmate—raised deck flying bridge type—sleeps two—a large aft cockpit—a real sport boat

Right: 39′ Sunlight Lounging Sedan—America's fastest selling 39-footer

Quality boats at really attractive prices—that's what you'll find in the sensational 1937 line of WHEELER PLAYMATES. Wheeler offers you the widest choice of modern cruisers, sea skiffs, sport fishing boats and luxurious motor yachts available in the world today—representing values you cannot afford to overlook.

In the new Playmates you'll find exceptional accommodations for real cruising comfort, style leadership in design, sound engineering, and minute attention to detail. Dignified streamlining, ultra-smart appearance, and all those little refinements (including chrome plated fittings throughout) that you expect in the fine cruiser of today.

Study the new models shown here. They're representative of the extensive Wheeler fleet which includes Lounging Sedans, Sport Fishermen, Sea Skiffs, De Luxe Cruisers and Motor Yachts ranging from 26 to 65 feet—available with single or twin-screw, gasoline or Diesel power.

Send for the new catalogue of the 1937 Playmates. It's ready right now!

You are cordially invited to visit our plant and see the "Playmates" being built. Have a demonstration on the broad Atlantic, the proving ground of these husky, rugged, sea-going boats. Don't forget!! You owe it to yourself to have a demonstration in any boat before you buy it.

WHEELER SHIPYARD

FOOT OF CROPSEY AVENUE, BROOKLYN, N. Y.

39′ Trunk Cabin, Twin Stateroom Playmate—the result of years of development—brought up to 1937 standards

28′ Sunlight Lounging Sedan Playmate—always a favorite—improved for 1937. Has convertible dinette, does 14 miles, sleeps four. Galley and toilet forward

A new

ZENITH

MARINE

CARBURETOR

will cure her of that!

Zenith Marine Carburetors are custom built to meet your particular requirements.

- ★ IMPROVED PERFORMANCE
- ★ LOWER FUEL CONSUMPTION
- ★ GREATER SAFETY

"Built for Permanence — Calibrated for Performance"

ZENITH CARBURETOR COMPANY
Marine Carburetor Division
(Subsidiary of Bendix Aviation Corporation)
696 Hart Avenue, Dept. 30, Detroit, Mich.

Please send me complete information about Zenith Marine Carburetors for my engine.

Name .....

Address .....

Make.....Model.....Maximum Engine Speed.....

Five large tuna caught off Liverpool by Mr. and Mrs. S. Kip Farrington, Jr., and A. P. Blumenthal

1936—A Big Year in Fishing

(*Continued from page 88*)

off Wedgeport and caught fish of various sizes, the largest of which weighed 727 pounds and was caught by the same Mr. Crowninshield who pioneered at Ipswich. Not satisfied with this fish, Crowninshield went up to Lunenberg and nailed the largest one taken off that old seafaring port — a 600-pounder. Jordan Bay came back into its own, and in that beautiful, shallow and almost landlocked body of water, some fourteen fish were taken on rod and reel. The largest of these was caught by Mrs. Francis Low, who thereby set a new world's record of 749 pounds for women anglers. Another woman, Miss Edna Jameson, took one of 725 pounds for second honors, and Michael Lerner and Mrs. Farrington tied for third place with a 720-pounder apiece. Dr. J. R. Brinkley caught the largest fish taken off the Province that year, with a tuna of 788 pounds. He was followed by Albert Rossner with a 781-pounder, and by the writer with one weighing 765 pounds. All three of these fish broke Zane Gray's record of 758 pounds, which had stood since 1924, and were caught off Liverpool.

Tuna fishing at this point was put on a really sportsmanlike basis last summer when the Liverpool Tuna Club was formed. As Michael Lerner's work in pioneering the new swordfishing grounds off Louisburg, on Cape Breton Island, the easternmost point of Canada, has already been described, it is not necessary to go into detail here concerning the fine job he did. In all, Mr. Lerner caught three fish, the two largest of which were landed on the same day and weighed 601 and 535 pounds, shattering the North American and Atlantic records.

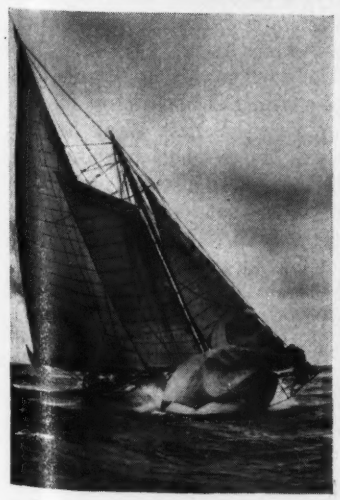
Bermuda enjoyed good fishing every month of the year. Two white marlin were taken on rod and reel and quite a few Allison tuna were caught. The wahoo fishing was as fine as ever, and the Bermuda large-eyed tuna plentiful at all times.

The fishing for "tunny," as tuna are called in England, was a trifle below the usual standard in the North Sea, off Scarborough and Whitby, in England. The British Tunny Club reports that the fish were late in arriving, but, even at that, thirty-two were taken, 710 pounds being the largest.

The Pacific Coast also enjoyed an exceptionally fine year. Off Chile, the world's record broadbill swordfish mark was raised five pounds when George W. Garey landed an 842-pounder. George F. Baker, Jr., caught the largest black marlin ever taken off Panama, which tipped the scales at 622 pounds. Guaymas, Mexico, the new "hot spot" in the Gulf of California, had an exceptional year. Many beautiful striped marlin, weighing up to 400 pounds, plenty of large Pacific sailfish, and the first broadbill swordfish were taken. For fast action in marlin fishing, this place has no equal. The first black marlin ever taken off Catalina, and the largest fish of any kind caught in those celebrated waters, was hung by U. C. Murcell and weighed 588 pounds. Several broadbill were taken, along with the usual fine run of striped marlin, and the showing of tuna was better than in previous years.

Fishing off Hawaii also came into its own. A marlin of 620 pounds was caught, and all the species of tuna and tremendous African pompano were taken. New Zealand had another of her fine seasons, and many marlin and mako sharks were weighed in at the Bay of Islands Mako and Marlin Club.

Another year has thus found big-game fishing forging ahead.



Atlantic is not a
strict constructionist

INSURANCE policies cannot be written to specify exactly all the innumerable combinations of circumstances under which policyholders may suffer losses. A good deal depends, therefore, in the unusual case, on the general attitude of the underwriter toward loss adjustments.

If you ask any broker who has ever dealt with us in adjusting losses for his clients, we believe he will tell you that the Atlantic attitude in this respect is one of consistent and ungrudging liberality; that Atlantic policyholders get prompt and genuinely satisfactory settlements when losses occur.

Your broker will tell you also that Atlantic has no stockholders and distributes profits to its assured; that its policies are non-assessable; that when you insure your jewelry . . . furs . . . fine arts . . . or yacht . . . under the Atlantic profit participating plan you reduce the net cost of your insurance by the amount of dividends paid to you as a policyholder. In the past 94 years Atlantic has paid out more than $121,500,000 in dividends to its assured, and over $195,000,000 in losses.

Atlantic has been writing ocean marine insurance since 1842.

Atlantic policies are placed through brokers.

MARINE · YACHT · INLAND TRANSPORTATION · FINE ARTS AND JEWELRY INSURANCE

FIRE INSURANCE SUPPLEMENTARY TO THESE LINES

Atlantic Mutual
INSURANCE COMPANY

Atlantic Building: 49 Wall Street, New York

Baltimore . . . Boston . . . Chicago . . . Cleveland . . . Philadelphia

Here's Something NEW

A stove designed by a yachtsman who has cooked on practically every type found on small cruisers.

He favors alcohol since it is *easily* obtained at low cost, *burns clean*, gives off no *offensive odor* and its flame can be *extinguished with water* if necessary.

The stove has features that only a practical user would devise, namely:

Burner tubes do not extend beyond back of stove, therefore, instead of wasted space the top is wider than usual so that it accommodates a 12″ x 12″ portable oven for roasts and a 2 or 3 compartment vegetable steamer. Your entire meal is cooking at the same time.

The front guard rail is proper height to permit frying pan to set level. Cooking utensils *center* over burners insuring a uniform distribution of heat. Ample space is provided under burners so that dishes or cooked foods may be kept *hot* here until ready for serving.

Fuel tank is conveniently located in the base, but can be removed with the burners without disconnecting a single fitting or bolt (see lower cut), a great convenience when cleaning strainers and filling tank.

ILLUSTRATED BOOKLET ON REQUEST

ELISHA WEBB & SON CO.

136 S. Front Street Philadelphia, Pa.

Makers of WebbperfectioN Ship Ranges
Dealers in Marine Hardware

Notable Ocean Passages Under Power

(*Continued from page 68*)

crew with gasoline fumes. Her destination was reached September 12th after calling at various European ports along the way. In 1912 the internal combustion engine was by no means as reliable as it is today and the voyage of the 35-footer was a decided achievement although it was hardly to be classed as a pleasure trip.

In 1914 there was built at the Welin Marine Equipment Company, Long Island City, a metallic power life boat named the *Lundin*, after her inventor. This queer craft left New York bound for the other side on a demonstration voyage but, when she called at Boston, rumors of impending war caused her trip to be abandoned.

It will be recalled that the war effectively terminated all yachting activities. Before this account is resumed, however, it must be mentioned that in its course many noteworthy feats of seamanship and navigation were performed. The Transatlantic voyages of our 110-foot subchasers deserve comment and, likewise, those of the slightly smaller British "M.L.'s," which also achieved great success on the high seas.

A remarkable voyage is said to have taken place shortly after the cessation of hostilities when a 60-foot French steam tug boat was sent out from Marseilles, *via* the newly opened Panama Canal, to New Caledonia. I have been told that the Canal authorities were reluctant to permit her to proceed across the Pacific, and that when she left not only did she appear to be a floating coal pile but that she towed a small barge likewise burdened.

During the course of a voyage around the world on the 76-foot schooner *Chance*, we visited Noumèa, saw the tug, and were told the above story, the veracity of which is open to question as it is quite possible that the tug was built and sent up from Sydney. If true, however, the little vessel must have traveled almost 20,000 miles.

In 1921, the twin screw power cruiser *Speejacks*, owned by Albert Y. Gowan, of Cleveland, left New York for a voyage round the world. She was a good sized "small" boat, measuring 98 feet long on deck by 17 feet beam and 6 feet draft. In the course of 14 months she sailed some 34,000 miles, consuming 73,000 gallons of gasoline, to complete one of the most costly of yachting adventures. The account of her voyage appeared in YACHTING and later was issued in book form, *Sea Tracks of the Speejacks Around the World*.

The *Speejacks* was the first power boat to circumnavigate the globe, and I think that, for many a day, she will enjoy the distinction of having been the only one to make the passage. Unable to carry sufficient fuel for the longest leg of her trip across the Pacific, she was towed for 22 days by the steamer *Eastern Queen*, from Panama to the Paumotu Atolls, near Tahiti. I was once shipmates with one of the five captains who were employed during the course of the voyage and the impression gained was that the *Speejacks'* cruise was no pleasure trip.

Another projected Transatlantic voyage was made in 1929 when Captain Joe Leppich, of Bronson, Michigan, set out from Toledo, Ohio, in the tiny 26-foot steel hulled motor boat *Karf*, of his own building. Five men accompanied him and their destination was said to be Hamburg. An unsuccessful attempt has been made to determine the fate of the *Karf*. Undoubtedly, the expedition was abandoned before the good ship got out of the St. Lawrence River.

In 1933, a new fishing launch called the *Frangipani*, owned by Zane Gray, was taken from Auckland, New Zealand, to Tahiti *via* Rarotonga. The *Frangipani* was 15 tons and measured 46 feet on deck. She was powered with twin 80 hp. Red Wing gasoline engines. She left Auckland on March 3rd with Captain A. Pyper and a crew of four, arriving at Tahiti on March 17th — 2300 miles in 13½ days. Her adventures were published the next year. It is significant to note that, because of a gasoline leak, the crew touched neither hot food nor cigarettes for the entire trip. Captain Pyper likened the trip to living on the edge of an active volcano.

The same traverse had been made a few years before when a Diesel powered launch, the *Mitiaro*, went from Auckland to Tahiti. Details of the passage are not at hand but the little boat herself is well known to all visitors to the South Pacific and has for many years been engaged in carrying passengers and freight between Papeete and Moorea Island, fifteen miles away.

The voyage of the *Arielle* this past summer is remarkable in that it marks the first single-handed passage in a mechanically propelled boat and also the first crossing of a boat equipped with a Diesel motor. Marin-Marie, the French painter, who in 1933 sailed over from Havre in his cutter *Winnibelle II* in 65 days, developed a self steering arrangement which he adapted to fit the new boat built expressly for the eastbound Atlantic crossing. The *Arielle* was equipped with a 60 hp. Baudouin Diesel engine and made a cruising

A Revelation When You Step Aboard

A Joy When You Go Below . . . . . .

See Fifty Feet of Complete Yacht!

Perhaps you've felt crowded aboard. . . . Perhaps the berths have been just a little too short or a little too narrow. Perhaps you've banged elbows in a skimpy galley. Perhaps you've had to store the suitcases of landlubber guests in a locker where dripping oilskins also had to be hung a few short hours afterwards . . .

More berth space — more storage space — more galley space — roomier accommodations! This was the demand of many a man on a fifty foot boat — and the hope of many owners of larger yachts who no longer wanted to keep them up. This is why Dawn built the new '50' that has lead the trend to smaller yachts — roomy — luxurious and able.

As modern as a penthouse apartment, and more roomy than you can possibly visualize without coming aboard, the Dawn '50' has a main saloon 8½ x 12 feet, with a built-in studio couch which accommodates two for sleeping, a master's stateroom with one double berth and two single berths, and an adjoining lavatory with large shower, a guest cabin to accommodate four more in solid comfort; (also with a private lavatory), galley and storage space galore. Also crew's quarters which give the hired hands a break at last. On the Dawn '50', owner and a few chosen guests combine the enjoyment of delightful, informal cruising, with solid comfort and desirable privacy in accommodations.

The Dawn '50' is virtually a custom-built small yacht, built over standardized moulds, which makes the cost most moderate. A number of interior layouts are available. Special accommodation plans to suit your own requirements will also be submitted without obligation. The extremely seaworthy hull will drive easily at both moderate and high speeds, for commuting, fishing, and leisurely cruising. Twin-screw power plant either gasoline or Diesel — the owner's option. Our new brochure gives all interesting details.

DAWN CRUISERS, INC.

Clason Point, New York City

Phone: WEstchester 7-7000

DAWN
FIFTY

RITCHIE GLOBE "UNDERLIT" COMPASS

MOST ACCURATE, STEADY AND POWERFUL COMPASS MANUFACTURED TODAY

Contains new dynamic card and magnetic float system, insuring stability under all weather and sea conditions at high speed.

Dome top magnifying glass makes for greater visibility

RADIO DIRECTION FINDER

Sturdy • Compact • Practical

Type IV

YACHTSMEN FIND IT A VALUABLE AID TO ACCURATE NAVIGATION *in following the racing and pleasure courses*

MODELS FOR ALL BOATS 30′ OR OVER

Send for our illustrated folder

E. S. RITCHIE & SONS, INC.

Established 1850

110 CYPRESS ST. BROOKLINE, MASS.

speed of 9½ knots. She was launched on May 29th, 1936, at the shipyard of P. Jouët, shipped across on a steamer, and left New York for home on July 23rd. Despite the customary dire predictions, she arrived 18 days later amid demonstrations similar to those accorded to Gerbault's *Firecrest*. In my opinion, the significant thing about this trip is that Marin-Marie, like Tom Day a quarter of a century ago, abandoned sail for power.

It is obvious that in a compendium of this kind omissions are bound to occur. The author would be grateful to have such omissions called to his attention so that the roster may be as complete as possible. One voyage, in particular, has been omitted due to lack of sufficient evidence. This was the alleged voyage around the world of an Austrian, Captain Ludwig Zig, in a 32-foot motor sloop with an automobile engine. I think that if this voyage had actually taken place we should have heard more about it before this time.

New England's South Seas

(*Continued from page 83*)

Still under power, we crossed the wide mouth of the river, keeping well out in Block Island Sound. Sachuest Point and the whole Aquidneck shore shone as one sunny coast, the surf flashed on the Newport crags and the castle towers gleamed as we rounded Seal Ledge buoy. Then, coming in sight of Beaver Tail and Whale Rock lights in the broad estuary of Narragansett Bay, we left Brentons Reef Lightship well to starboard and headed for Point "Jude." A grand old seaport town, Newport, and the best of it is that, although ambition and dollars have made it, anyone can enjoy it for little or nothing.

We did not turn up the Eastern Passage this time, however, but kept on towards Point Judith whistle. Passing a tramp steamer headed for Providence we saw, quite close at hand, a shark splashing about in some refuse which had been thrown overboard. It was a little after noontime when we turned Point Judith whistle. The day was still clear and sunny with little swell, but a light SW wind had struck in. We hoisted the sails, getting, as usual, a good deal of comfort thereby and making the thirteen miles to Block Island in about two hours, with an ever freshening breeze. The island was in sight all the time. Sandy Point, wild target of the tides, showed out from the shore line, the cliffs, sand hills and the long bathing beach appeared, and finally we slid behind the jetty and into that stone fort, or harbor within a harbor, close to the business section of the town. After taking on supplies and exchanging greetings with some of the long-visored inhabitants, we moved out into the northern basin where we anchored, heading SW, not far from the outer breakwater. This part of the harbor was also full of boats, some of them yachts, but mostly fishermen forking over bait. Many of them were moored by the stern with a bridle and eye-splice over each quarter cleat which seemed an ingenious arrangement and one which we have never seen elsewhere.

Rowing ashore, we landed through a little, regular swell with surf, which surprised us in this well protected place, but it was constant while we remained there. I was obliged to jump overboard and haul the tender in barefooted, a dangerous proceeding (though I didn't know it at the time) as low tide later showed much broken glass about. Some boys were netting little shining fry for bait at the water's edge, one little chap had a curious tiny eel-like fish (but it was not an eel, more like a slim black twig). Main Street was busy, one man passed by swinging a bully big fat flat fish in each hand, another a glistening bluefish which must have weighed eight or ten pounds, while on the flat roofs above were mermaids in various stages of deshabille taking sun baths. The big old hotels (I afterwards saw a print of some of them in Fen Milliken's barber shop) interested us; we judged that they must have belonged to the trotting horse and hard liquor era and could tell some red hot stories of life and human nature if they could talk. We ate ashore that night, the town was full of people many of them seafaring and if not exactly the Barbary Coast it certainly had some of the same characteristics. It was wonderfully alive.

We turned in fairly early, though we were not tired, for new scenes have a wonderfully buoyant effect. About 1:30 we were awakened by a SW squall with sheets of rain, thunder and lightning which slammed our spanker (a gaff-rigged sail) and jarred the whole boat. Hastily dousing it, I got out the little storm trysail. The Captain, a man of nearly seventy-five, lay out on the spanker boom in the most approved square-rigger style, to lash down the clew, and I hauled

The PAINT of Herreshoff

No commercial paint satisfied the exacting demands of Herreshoff for a hard bottom paint that was durable in the extreme, absolutely anti-fouling and would produce a finish in keeping with the fine quality of Herreshoff workmanship. So Herreshoff formulated its own racing bottom paint. So successful has it proven, yachtsmen everywhere are demanding it. Herreshoff is a yacht builder not a paint manufacturer. Therefore International has made arrangements with Herreshoff to manufacture Herreshoff-Bristol Racing Bottom Paint in strict accordance with the Herreshoff formula under an exclusive license. International distributes it through the better yards and chandlers. Price $15 per gallon.

SEND FOR THIS FOLDER

"International" will gladly send you a folder on request describing Herreshoff-Bristol Bottom Paint and showing the available colors. This paint is economical to use.

Herreshoff – BRISTOL

HARD ANTI-FOULING
RACING BOTTOM PAINT

Manufactured and Distributed by

International Paint Company, Inc.

21 West Street New York City

General view of the Sail Loft of Hathaway and Reiser, Cos Cob, Conn. . . . Inset: Skilled hands at work with Plymouth Manila Rope.

Mr. Alden M. Reiser splicing what he considers "The finest rope made."

"Never found its equal"

By long experience, sail makers acquire instinctive knowledge of rope. In roping sails they could probably tell you — blindfolded — if the rope is of the quality, lay, and make they customarily use. They acquire, also, authoritative knowledge of rope *values* . . . This letter, from Mr. Alden M. Reiser, of Hathaway and Reiser, Yacht Sailmakers, Cos Cob, Conn., is expert testimony of worth to every yachtsman:

"We specify and use Plymouth Ship Brand Manila Rope in most of our yacht work. In all the years we have been in business we have never found its equal in strength, texture and uniformity.

"It is the finest rope made, as well as the most economical for yacht use. We do not believe there is a rope made that can touch it for quality.

"Yours very truly,

(signed) ALDEN M. REISER"

When sailmakers of such repute as Hathaway and Reiser appraise Plymouth Manila Rope as "the finest made . . . most economical for yacht use" you will be wise to fit *your* boat with Plymouth.

The New Plymouth READY MOORING LINE

"Cop-painted" to resist bacterial attack. Spliced, parcelled and served, with thimble ready for use. Eight sizes: 2¼" to 4½" circ., 6 lengths: 4 to 9 fathoms. Larger sizes and special lengths made to order.

Yours for the Asking

No matter what size of boat you own, you'll find "Rope for the Boatman" a valuable booklet. It gives practical information on the care of rope, and tells how to make the more important knots and splices.

PLYMOUTH CORDAGE COMPANY

Makers of Plymouth Rope since 1824

NORTH PLYMOUTH, MASS. • WELLAND, CANADA

Sales Branches: New York, Boston, Baltimore, Philadelphia, Chicago, Cleveland, New Orleans, San Francisco

PLYMOUTH - the rope you can TRUST

up the trysail with "complete relief of symptoms." The sort of incident which binds shipmates together in bonds of strong affection. For two days the wind blew strong from the SW, with a wild surf, and we spent the time exploring the island.

We weighed anchor as the first streaks of light appeared in the east and slipped down the little channel past the harbor entrance. Early as it was, there was a fisherman ahead of us with a young fellow in the pulpit brandishing a harpoon. From Block Island bell to Hen and Chickens Lightship is about thirty-three miles and the course ENE¼E; we had made a good offing by the time the sun rose and I got out the old octant for a little improving instruction from the Captain while Erland steered. A light SW breeze was playing on the water in streaks — just enough to fill the sails and keep us steady. The sun rose red over a somewhat hazy horizon and the old sea (from the two-day blow) shouldered us along gently, now and then letting us down gently into a hollow.

By eight o'clock we had sailed well into the entrance to Buzzards Bay and (although for a little while we had been out of sight of land) could see Cuttyhunk quite clearly and on the other side the Rhode Island shore. It was cool; now and then a cloud sailed swiftly across the sun, turning the surface of the bay gloomy, but only for a little while. Ten o'clock came as we left the lightship to starboard, moving fast with the SW wind coming in ever longer, stiffer williwaws and the sky becoming more and more overcast. At last the sun disappeared for good and, gradually, the open ocean swell changed to the steep bay chop. We set our course for the No. 5 bell off New Bedford with the wind almost dead aft. Running before the wind in a blow is a hair raising pastime; the classic "beat to leeward" has a lot to commend it if you can work it — but we couldn't. We were perfectly dry, Erland and I took our tricks faithfully at the wheel, driving her along, the sails pulled like wild horses, and we wondered whether she'd jibe or run her shoulder under and roll over. Meanwhile the Captain sat with his back to the bulkhead smoking a cigar, watching the helmsman and the sea and sky, enjoying himself hugely all the time and now and then breaking into song.

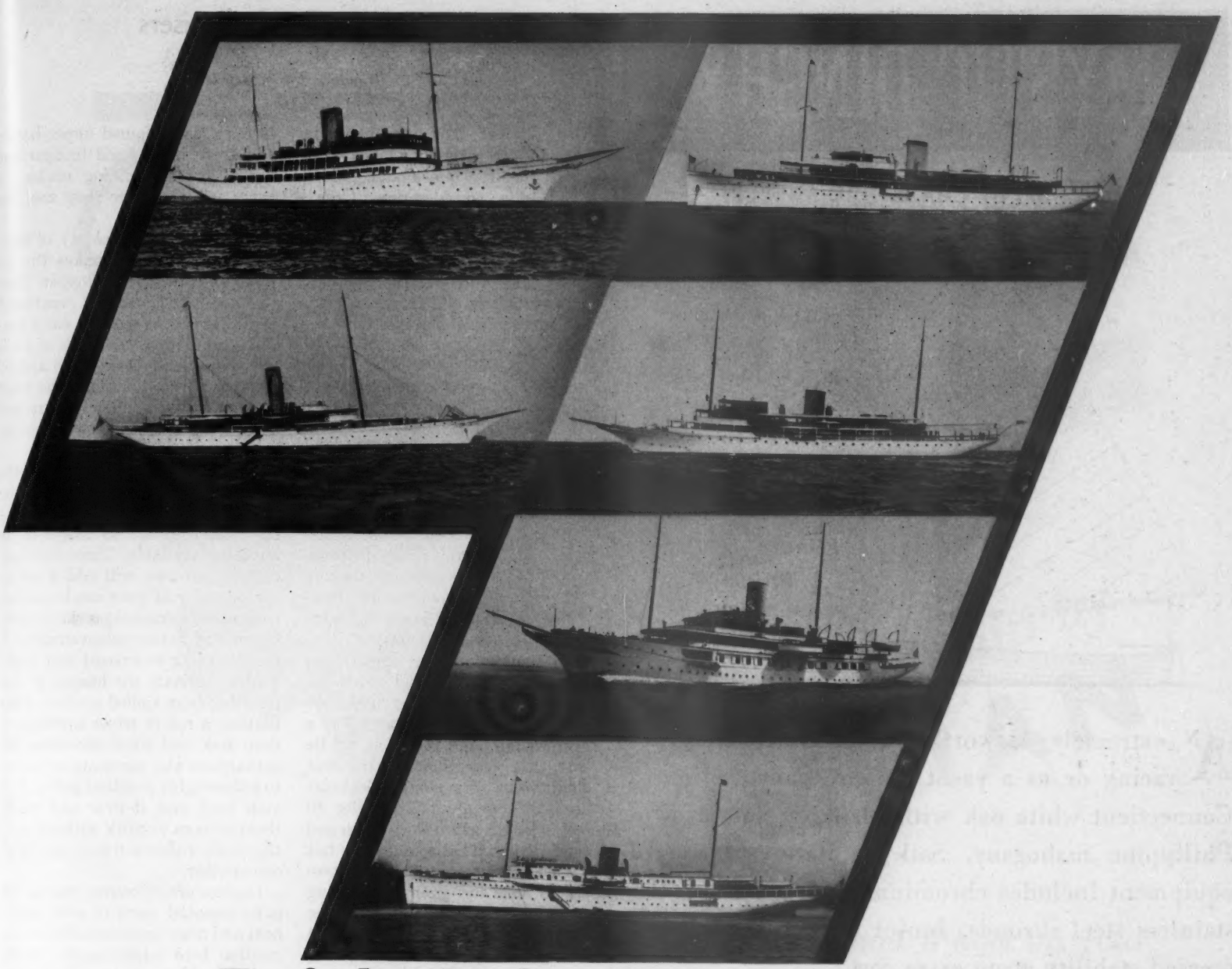
About eleven we took in the spanker, leaving the mainsail set and the motor going to ease her while the Captain bent a new long line on the tender, using a rolling hitch ("safe and easiest to untie"), letting the dinghy out a long distance astern and making her tow much better. Then came the question of centerboard adjustment, a little matter on which the navigator and the designer never could agree, and the less said about it, therefore, the better. We left it half way down, just enough to stop slop. As we tore by No. 5 bell and bore along for the Bow Bells, we got a glimpse of the tall chimneys of New Bedford and a few forlorn looking fishermen slipping up the Acushnet for shelter. By this time our progress had become a kind of boiling surfboard ride — the steep combers crashed and split and toppled over foaming, roaring, lifting and carrying us along with an occasional swift descent; now and then a wall of water cut off our view of the tender where she was trailing far astern.

It was a fine, wild sail and, like Loudon Dodd on the *Nora Creina*, I thought: "God bless every man that swung a mallet on that tiny and strong hull; it was not for wages alone that he toiled but to save men's lives."

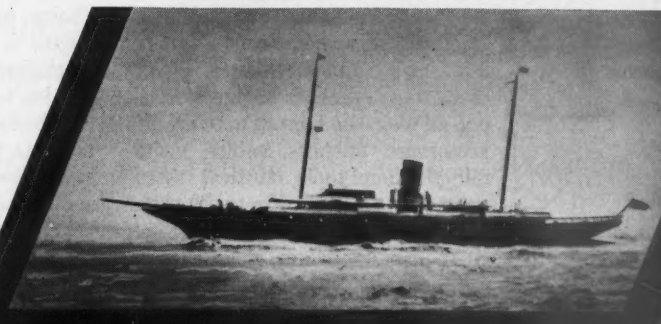
Noonday passed and we dined on milk and doughnuts. Two o'clock found us abreast of the Bow Bells and obliged to shift to the other tack to make Sippican Harbor. Jibing was out of the question; there was nothing to do but tack 'round which we accomplished by the help of the engine and with a painful (but brief) jamming of the mainsheet man's hand and just one heavy shower of spray. The tender took care of herself — fortunately, because we had forgotten her entirely. Blake Point loomed ahead and as we worked up into that happy lee a whole flock of Herreshoff 12½-footers, manned by eager youngsters, waved to us; they were sailing the inside course. We anchored off the town beach in quiet water and were thankful to be there.

We stayed two days at Marion, afloat and ashore, went bluefishing, visited the snug little harbor at the Beverley Yacht Club and walked inland for a little way on that beautiful winding road which offers so many pleasant vistas of the Kitansett course and (on the other side) the bay; there's no pleasanter place in the world, to my mind, at least.

We left Marion early on a pleasant Saturday morning, hearing the laugh of a loon (Buzzards Bay is a favorite haunt of diving fowl) but whether he was laughing with us or at us, I don't know. Again we traversed the canal, homeward bound, and ran into another stiff southwester in Cape Cod Bay which gave us a fine lift to the Gurnet but petered out before we reached Brant Rock. Minots was a welcome sight and the Boston Harbor buoys and landmarks; as we turned into Rock Island Cove with a flood tide, we heard the Weymouth church bell over the water and saw the lights of home. The cruise was over.



7 of the 10 largest yachts are alkaline



EDISON
storage
BATTERY

Division of Thomas A. Edison, Inc.
West Orange, N. J.

Far out on the blue deep is no place for battery troubles. Yachtsmen want a source of emergency power that will not falter. Of the 25 important makes of heavy-duty batteries, one—the Edison—was chosen for 7 of the 10 largest yachts. Here is an entirely different type of battery that will not fail suddenly. One that will not deteriorate during long lay-ups. And because its steel-alkaline construction is amazingly rugged, the Edison lives 2 to 5 times longer and costs less per year than any other battery. The Edison is the only steel-alkaline battery made in U.S.A. See it at Booth 4, 3rd floor, New York Motor Boat Show. The 7 giant yachts above are Edison equipped. They are: Southern Cross, Alder, Casiana, Caroline, Viking, Orion, Corsair.

MYSTIC DINGHY

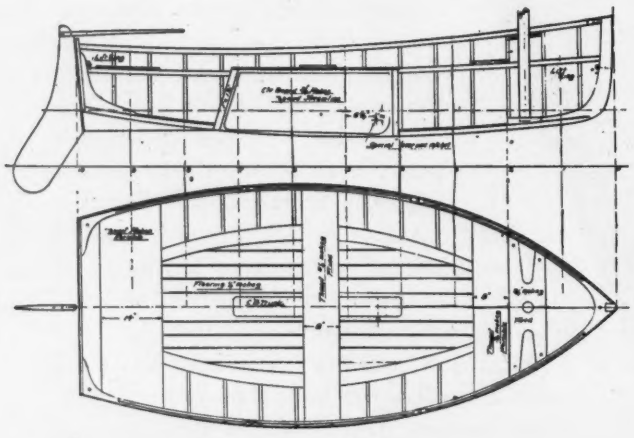
Designed by CHARLES D. MOWER

To conform to the rules of The North American Dinghy Association as a 10 foot One Design Class D Sailing Dinghy

Price until
February 1, 1937
$275.00
F. O. B. West Mystic Conn.
Crating $5.00

AN extremely seaworthy, finely-built craft for racing or as a yacht tender. Construction of Connecticut white oak with planking and trim of Philippine mahogany. Sail by Ratsey. Standard equipment includes chromium plated fittings and stainless steel shrouds. Junior sail plan giving increased stability at no extra cost.

See the MYSTIC DINGHY at New York Show, Space L, Ground Floor



ESTABLISHED 1843

MYSTIC SHIPYARD · INC ·

Custom-built Yachts • Commercial Boats
Sailboats • Dinghies
Storage and Repairs • Engine Reconditioning
WEST MYSTIC CONNECTICUT

Modern Stock Cruisers

(*Continued from page 56*)

over 45 feet, it will probably be cheaper and certainly a lot easier to have one. His quarters should receive due consideration. Crew's quarters should be entirely separate from the rest of the boat and not too cramped. Your man will want privacy as much or more than you or your guests and he needs space for his clothing and personal belongings. His bunk needn't be the best on the ship but the boat is his home for the season and you don't want to have to depend on contortionists for crew. There should be a separate toilet and wash basin, if possible, and none of the crew's quarters should be in the engine room.

There have been many refinements and improvements in practically all the comfort making details in recent years: more comfortable mattresses, improved lighting systems, sound isolation, vibration elimination, etc. Space has been utilized more and more efficiently but the cruiser under 50 feet in length is still somewhat of a compromise. And the moral is: Be sure that your choice is the best compromise for your particular needs. There are boats under 40 feet in length which sleep seven and eight people. That sounds fine, but is there a galley big enough to prepare a meal for seven, a table big enough for seven, locker space enough for seven to stow personal belongings? Space, in fact, is one of the primary essentials of comfort and enjoyment on any cruiser. First, there is usually a truckload or two of boat gear to be provided for. It comes aboard in driblets but by mid-season, unless there is plenty of stowage space, it begins to stick out all over the boat. There are life preservers, anchors, cables, swimming ladders, tools, nautical instruments, books and dozens of other things to be provided for. Each guest usually brings a suitcase or some equally clumsy receptacle for clothes; if possible, you'll want to empty them into drawers and lockers. You'll need still more space for bed and table linen, blankets, oilskins, sweaters. Try to visualize that new cruiser off on a trip next summer and find a place now for everything you'll have aboard then.

Not to forget the people who will be aboard, how about headroom? It's well to check it all through the boat although a safe minimum is pretty well adhered to in all stock boats. Berths should be at least 6 feet 2 inches in length and nothing under 44 inches in width deserves the title of double berth. Inner spring mattresses are best but everything you'll find in stock boats does a pretty good job. There are several different contrivances for forming the ill-famed upper berths and those in enclosed bridges and deckhouses and dining nooks. In general, the simpler they are, the better.

The galley needs plenty of storage space. Nothing makes the interior of a boat look sloppier than packages and cartons scattered about. Ice boxes seem to come amply large (50 to 100 pounds of ice is plenty for boats between 25 and 50 feet) and they are usually the most accessible piece of equipment but there is often a shortage of utensil and food storage lockers.

Pressure alcohol stoves are the most popular and certainly the most practical. When properly constructed, they are as foolproof as anything available. Three burners, rather than two, will add a lot to the diversity of your meals and an oven usually encourages the cook to bigger and better achievements. A drain leading overboard will practically eliminate the hazard of fire resulting from spilled alcohol. Ventilation, a roll of paper toweling, a deep sink and some provision for garbage are also necessary adjuncts to a thoroughly practical galley. Let your cook look it over and see if there is room to work without putting steak, coffee and soup on top of one another.

Engines are, of course, one of the most essential parts of any power boat and more important than their position here might imply. Stock cruiser builders are installing thoroughly reliable engines, dependability is assured and the only real choice to be made regarding the engine is in the question of speed. Considerable speed seems to be the fashion today, just why it is hard to say, but you can get about as much of it as you want. Speed also answers the question of single or twin screw and direct drive or reduction gears. A few figures on the particular question involved usually give the answer in dollars and cents without regard to the other advantage of twin screw installation, such as greater maneuverability and dependability. The question of Diesel or gasoline power in the larger stock cruisers is also largely a question of cost, although the greater safety of the Diesel is involved on one side and the greater flexibility of a gasoline engine on the other. Obviously, the more you use your boat, the sooner the extra first cost of Diesel engines is made up.

Safety features, of course, are most important, and nobody realizes it more than the builders of stock cruisers. One builder has developed an elaborate system by which the slightest gasoline leak immediately sounds an audible alarm and shuts off the flow from

Design and workmanship by COLUMBIAN

Put a Monel Wheel on your Monel Shaft!

● ***You get perfect balance from the makers ...and the strength to hold that balance for years***

YOUR smart skipper figures that a good motor in his craft deserves a true propeller — and a stout shaft. When he puts out to sea, he wants to be sure his motor can pull him there and back with no loss of power.

That's why it's good news that you can now get propellers made to the precision standards Columbian Bronze Corporation, Freeport, Long Island, insists on... and made of Monel.* Because the combination of Columbian's skill, and Monel's strength, toughness, and corrosion resistance insures getting the most from your motor—and getting that most through the long life you've learned to expect from *shafts* of Monel.

There's small sense, of course, to having a shaft that stays true for years and years...if your wheel loses balance the first hard bump it meets. And the very same properties that have made Monel shafts standard on racing craft, count just as heavily in propellers: Monel is strong as steel, and tougher. Monel never rusts, in salt water or fresh. Corrosion lets Monel alone.

Perhaps those properties are even MORE important in propellers. For instance: Columbian carefully specifies the exact pitch, blade width, and diameter for each craft. But how can you keep that nice balance your motor needs, if corrosion wears off the propeller *unevenly?*

Stiffness too, keeps Monel shafts straight on the job, against floating debris and sand-bars. And isn't stiffness just as vital to the propeller?

Columbian will quote and supply from a stock of regular sizes, from 8″ to 36″, in Monel.

Let them give you prices; and figure out whether you can afford NOT to balance your motor with a shaft and propeller of Monel. For full details on shafts, write us today.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street New York, N.Y.

AT THE NATIONAL MOTOR BOAT SHOW

Visit Inco's exhibit Booth No. 1, Third Floor... Be sure to specify Monel on your new boat.

*Monel is a registered trade-mark, applied to an alloy containing approximately two-thirds Nickel and one-third copper. This alloy is mined, smelted, refined, rolled and marketed solely by International Nickel.

INCO MONEL **MONEL**

Reg. U. S. EVERDUR Pat. Off

PISTON FINISH
SHAFTING
RODS · BOLTS
WASHERS
SCREWS
LAG & HANGER
SCREWS
MACHINE
SCREWS · NUTS

IMMEDIATE STOCK DELIVERY
TOBIN
BRONZE SHAFTING
T·E·CONKLIN
BRASS & COPPER Co
INCORPORATED
MEMBER COPPER & BRASS RESEARCH ASSN.
54-60
LAFAYETTE ST.
NEW YORK
TELEPHONE
WALKER
5-7500

TECCO BRAND
TRADE MARK
REGISTERED
TECCO
BRAND
COPPER
BRASS
AND
BRONZE
SHEETS
AND
TUBES

the storage tank. Another uses a "Dualock" key which shuts off gasoline as well as ignition; several have worked out fume-inhibiting systems for filling tanks. All gasoline fills are located well outboard so that any spill will go overboard. On several of the larger stock boats, automatic Lux systems are standard equipment. These utilize a blanket of carbon dioxide to extinguish gasoline and oil fires, a really effective method.

Among the larger boats, particularly, fine work has been done in the way of decorative appointments. Upholstery, carpeting, draperies and interior finishes have all been carefully selected from the finest materials procurable. They give the stock cruiser a final touch of elegance excelled by few boats.

The Fourteenth Annual Pacific Coast Regatta

(*Continued from page 61*)

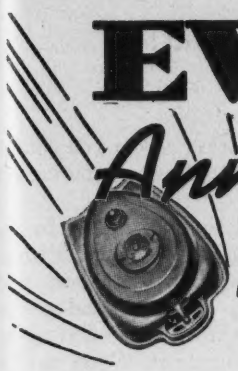
ball, a stag party, a visiting battle fleet, and all the trimmings which go to make up a properly run regatta. And the visitors discovered that the St. Francis Yacht Club is a "swell" place in the late afternoon, race or no race.

The prize winners in each class were:

Yacht	*Owner*	*Points*
CLASS M, F, G (4)		
Dragoon	Stanley H. Barrows	4¼
Marilen	Harry B. Allen	3
CLASS X (3)		
Barbara	Ed. C. Shea	3¼
YAWLS: P, Q, R (7)		
Tai Fung	R. M. Taylor	14½
Dorade	James Flood	12
Marijane	Larry Knight	5
CRUISING SLOOPS (8)		
Volante	Chas A. Langlais	7¼
Zitana	Dick Danforth	6
Westerner	Frank B. Drake	5
SLOOPS: Q, R (7)		
Hvide	J. V. Jervis	7¼
Lillis	C. A. Smith	6
Lady V	E. B. Coxhead	5
SLOOPS: S (12)		
Bear I	Oscar Johnson	7¼
Moonlight	G. J. Brady	6
Valkyrie	G. W. Kleiser, Jr.	5
SLOOPS: T (7)		
Folly	R. S. Clemens	4¼
Peggie	John Entwistle	3
SLOOPS: Y (3)		
Maori	G. Henry	3¼
Sandpiper	E. D. Woodruff	2
SPECIAL HANDICAP CLASS NO. 1 (3)		
Griffin	Harry Birch	3¼
Wolverine	M. Born M. F. Fickert	2
SPECIAL HANDICAP CLASS NO. 2 (4)		
Squaw	R. S. Melvin	4¼
Whitecap	Jack & Howard Frey	3
BIRD CLASS SLOOPS (10)		
Do-Do	A. J. Beckett	15¼
Oriole	John G. Tomberg	14¼
Puffin	A. B. Talbot	11
BABY BIRD CLASS SLOOPS		
Pajarita (3)	Theodore Stephens	3¼
STAR CLASS (11)		
Whichstar		20¼
Jan		15
Arstar		14
SUN CLASS (5)		
Sunny	J. Clausen	4¼
SNIPE CLASS (21)		
#2006 *Pamame*	Bill Barnett	51
#836 *Mickey*	J. A. Vincent, Jr.	49
#338 *Diablo*	A. Clarke	41
#2046 *Colol*	R. Clark	35¼

EVINRUDE

Announces



STREAMFLOW HOODED POWER

AND THE NEW "SCOUT"

16 lbs. $44

PIONEERS in modern, enclosed motor design, Evinrude now presents brilliant new Hooded Power advancements... the new STREAMFLOW series for 1937! New, sweepingly streamlined enclosures lend still finer appearance, even greater motor protection . . . fuel tanks become an integral part of the power head . . . completely enclose the flywheel . . . and provide greatly increased fuel capacity . . . far longer running time per fill! Streamlined lower housings give higher propelling efficiency, and an entirely new two-stage centrifugal pump eliminates *for the life of the motor* every possibility of cooling trouble of any kind!

SPORTSMAN
Newly engineered in every detail, with new Streamflow power head, new two-stage centrifugal pump, 25 lbs., 1.6 N.O.A. certified brake H. P. at 3500 R.P.M. **$59.50**

SPORTWIN
Now in new Streamflow design. Fuel capacity increased 50%, runs 1½ hours on a single fill. Weighs only 32 lbs. 2.5 N.O.A. certified brake H.P. at 3500 R. P. M. **$79.50**

And . . . most sensational outboard development of the year . . . Evinrude offers the new Scout . . . *truly sensational* not only for its weight of 16 pounds, but for the complete features, the quality and the capability that have been successfully compacted within new limits of extraordinarily low weight and small cost. Write today for new catalog describing the complete line of eight Evinrude motors.

EVINRUDE MOTORS
5001 N. 27th Street Milwaukee, Wisconsin
EVINRUDE MOTORS *of Canada*
Peterboro, Ontario

SCOUT
16 lbs. 0.9 N. O. A. certified brake H. P. at 3500 R. P. M. Drives average small boats up to 5½ mile speed. Simplest, easiest of all motors to handle, start, operate. **$44**

All prices F. O. B. Milwaukee

FISHERMAN
New Streamflow design and other Evinrude 1937 features make this model more than ever that "Prize catch" for fishermen. 4.4 N. O. A. certified brake H.P. at 3500 R.P.M. **$110**

• Mail coupon for 1937 Evinrude catalog . . . the most complete and informative outboard catalog published.

EVINRUDE MOTORS, Milwaukee, Wis.

• Send me catalog of 1937 Evinrude motors.

Name.....

Address.....

.....

More Free Time NEXT SUMMER!

Underwood Photo

Spring paint jobs with Bakelite Resin coatings save mid-season touch-ups

WHY COMMENCE another boating season with a suit of paint that's more than likely to need freshening-up before the summer ends?

By employing coatings fortified with Bakelite Resin, you can keep your boat smart-looking all summer long, without repainting...with *more free time* for recreation!

Bakelite Resins give coatings higher resistance to all factors that attack marine finishes. They provide longer-lasting flexibility, greater moistureproofness and increased resistance to salt, sun, harbor water and abrasion.

Leading manufacturers now formulate Bakelite Resin coatings for every shipboard surface. Apply them this spring, and get a paint job that stays bright all summer. Write for informative booklet 20S,"Bakelite Synthetic Resins."

BAKELITE CORPORATION, 247 Park Avenue, New York
BAKELITE CORPORATION OF CANADA, LTD., 163 Dufferin Street, Toronto

BAKELITE
REGISTERED U.S. PAT. OFF.
The registered trade marks shown above distinguish materials manufactured by Bakelite Corporation. Under the symbol ∞ is the numeral sign for infinity, or unlimited quantity. It symbolizes the infinite number of present and future uses of Bakelite Corporation's products.
SYNTHETIC RESINS

The World's Your Oyster!

(*Continued from page 58*)

Miss Jones, being a modern secretary, comes right back at you too. "By plane!" she says.

"*Hmm* — plane. Well, dope it all out; plane, train, times, fares, the whole works. I'm going to try to get off early tomorrow afternoon, if I go at all."

As Miss Jones disappears you haul out an atlas. "New Orleans — now where in hell," you ruminate, "can I cruise from New Orleans? Well, it's on the Mississippi, that may not be so bad. Anyway, I can get on the water — and do I want to get on the water?"

Miss Jones returns with a neatly typewritten sheet. You find that you can leave Chicago by plane at 3:30 in the afternoon and be in New Orleans the same night. Or you can leave in the afternoon by train and be in New Orleans the next afternoon. The fares will bend you, but they won't break you, and you figure it's worth it anyway.

Tim calls up to say he has just the boat for you, a 35-foot cruiser with a man, and he's told the man to stock up for two days. You call up a friend as crazy as you are and he agrees to go along; and some time late Friday night you anchor somewhere out among the bayous, have a drink, swap a few yarns and turn in.

For two days you revel in sunshine; you forget the snow and the ice and the office and the cares and the worries and the responsibilities of your everyday existence! You wonder, in fact, for the time being, if there ever had been such an existence.

What a delightful pipe dream! Well, perhaps it is; but where would we all be if it were not for pipe dreams? Milwaukee, you must admit, was a pretty tough one to pick, and New Orleans or the lower Mississippi may not be your ultimate ideal as a cruising ground. But my selection of Milwaukee was deliberate, because it seems to me that if something can be done about Milwaukee, most of the other places in the "hopeful zone" should be easy.

As a matter of fact, I made everything in my hypothetical case about as extreme as possible. For example: you are allowed only a week-end (the minimum practical period), your funds are limited, you had only a day for preparation, you made no inquiries about weather conditions, and you took your broker friend's word for the locale of your cruise. I do not even know that there is a yacht broker in Milwaukee, but I know there are plenty in Chicago and the telephone rates are not prohibitive. In short, about all you had to start with was an irresistible yen to get out on the water somewhere, as fast as you could. You didn't even care a great deal what sort of a boat you got, as long as you could sleep and eat on board her.

The right time, of course, to begin thinking about all this, is when the days begin to get short and there's a nip in the air and you're trying to make up your mind where to lay up your boat, if you have a boat, for the winter. That is the time to ask yourself: "Here, what am I going to do about this yen that's going to get hold of me before long and make me itch for the water?"

That, to be accurate, is the time to begin to think about it, whether you own a boat or not, if you belong among those of us who are subject to these attacks. If you own a boat, you must first consider where you want to take her, so that you can use her in cold weather, and then you must consider whether she is the type of boat you can use at that point. A large number of those living in the "hopeful zone" will be confined for their winter cruising to inland waterways, lakes, rivers, canals, etc., so if you own a deep draft sail boat you may decide to lay her up where she is and satisfy your longing by chartering, or persuading some friend to take his boat for a cruise. If you don't own a boat, then your problem is to pick out your cruising ground, decide on about the type of boat you want and then find out, by communicating with yacht brokers, chambers of commerce, etc., whether you can get what you want.

You may even, of course, get desperate and decide to buy a boat. In this connection, it just so happens that this discussion will appear about the same time as the opening of the annual Motor Boat Show, in New York. There you will see everything in the yacht line from designs for 1000-ton Diesel ocean-goers, down through snappy 40-foot motor cruises to eight-foot, non-sinkable sail boats for the six-year-olds. What a chance for the man who has suddenly decided he wants to buy a boat and go cruising! Not next summer, or next year, but right now! For, if you know where you want to cruise, all you need to do is to pick out a boat suited for those waters, sign on the dotted line, pay your deposit and order immediate delivery at the starting point for your cruise.

Now I want to say a word about this question of cruising ground. Further on you will find a brief, tabulated analysis of cruising grounds available for various parts of the country, with what seems the best type of boat to use. But right here I want to consider the more general requirements of a cruising ground for your purposes. If you are a member of the "Fortunate

MATHIS' NEW 61-FOOT DIESEL CRUISER

Embodying sea-going qualities and speed with all the comforts of the famous Mathis Houseboat.

MATHIS YACHT BUILDING CO.

Camden, New Jersey

IT won't be long. Spring—"launching time," to you—will soon be here. So what about those plans of yours for outfitting "the best little old boat in the world?" Do it now, and enjoy your dividend next summer in those *extra* days of real cruising which W-C "Dependable" Marine Hardware invariably provides.

The Marine Window, designed by Frank P. Huckins, was offered for the first time last year by Wilcox-Crittenden. It "took" immediately—a definite answer to the lighting and ventilating problems facing boatmen for many years. Just think—one Marine Window (Aluminum or Bronze) actually does the work of two or even three portlights, yet with only one hull opening!

Searchlights should be given serious consideration in your out-fitting program. W-C makes a variety of styles and sizes, ranging from the smaller "Seamore" Spotlights to the giant "Lebby" Searchlights. . . . . All are built on true scientific principles. They're "DEPENDABLE," like all other Wilcox-Crittenden products.

Your local dealer is ready to discuss your requirements —see him today! Ask him to show you the Wilcox-Crittenden catalog which lists over 8,000 items bearing the W-C Trade Mark. It will be the kind of fun that's definitely worth while.

WILCOX, CRITTENDEN
& COMPANY, INC.
DEPENDABLE MARINE HARDWARE SINCE 1847
10 South Main Street, Middletown, Conn.

Few," who have plenty of time and money to go to the South Seas or Florida or the West Indies; or if you are lucky enough to have chosen a walk in life which opens such opportunities to you, you have nothing to do with this discussion. This is written for the fellow who is not too fussy, who wants moderate weather and a reasonably comfortable boat, but does not insist on the tropics or a 70-foot schooner, whose primary object is to get on some body of water where he can stretch and poke around and loaf and invite his soul!

It is astounding the number of places where you can use a boat in the winter time just south of the "hopeful zone" — if you look for them. For instance, some time ago, in connection with the general idea that you don't have to live on the Atlantic, Pacific, or Gulf Coasts to go for a sail, I spread out a map of the United States, closed my eyes and jabbed my finger at what I thought would be somewhere near the middle of the country. My finger landed about halfway between Little Rock and Hot Springs, Arkansas. At first glance that would seem pretty hopeless. But there, hard by Hot Springs, was an able looking lake. I have never been there, but I have made it my business to find out quite a lot about it.

It has over three hundred miles of shore line; it is formed by Carpenter Dam, on the Ouachita River; the inhabitants of the surrounding country, particularly the visitors at Hot Springs, indulge in about every kind of outdoor sport in the winter time, except swimming; the water is deep; the lake is full of picturesque bays, coves, and tributaries; it is also full of fish! There are motor boats for hire and at least one sail boat on the lake; it is surrounded by rolling hills and beautiful country; its name is Lake Hamilton.

Not so bad, after all, for a random shot. For anyone living in Colorado, Nebraska, Kansas or Missouri, it is worth considering. And that is only one. I cannot present a complete catalog of "where to cruise in the winter time"; at least part of our object is to start you on explorations of your own. The following analysis, however, will give some general idea of the possibilities:

New England and Middle Atlantic States

Chesapeake Bay and tributaries until December. Maximum convenient draft, 6 feet; any type yacht within that limitation.

Inland waters of North Carolina (Albemarle Sound, Neuse River, etc.) until January 15th. Maximum convenient draft, 4 feet; best type yacht, motor cruiser or motor sailer.

From January 15th to March 1st, the Sea Island waterways (Charleston, S. C., and beyond). Draft, 4 feet; type, motor cruiser or motor sailer.

After March 1st, return to the Chesapeake.

Middle Western States

Mississippi River from Vicksburg south; Lake Hamilton, etc. Draft, 4 feet; best type, motor cruiser.

Rocky Mountain States (I would set the northern limit of the "hopeful zone" in this territory at 42°N).

These states are on a dividing line. Depending on location and transportation facilities, go to: Lake Hamilton; Pacific Coast, south of 35° N.; Boulder Lake (facilities doubtful at present state of development). Draft and type, inland waters, see above. Draft and type, Pacific Coast, suit yourself.

Pacific Slope

Pacific Coast, south of 35° N, Los Angeles, San Diego, etc. Temperature conditions further north not severe, but a good deal of rain and fog. Draft and type, suit yourself.

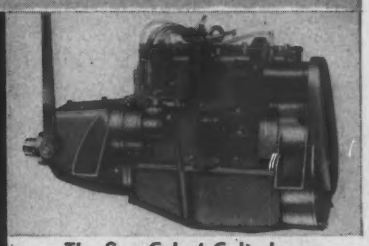
It is obvious that weather is one of the controlling factors of our cruise. A winter climate may be moderate, but I have seen days even in Florida when yachting was a chill pastime, just as I have spent a rare week-end cruising on the Chesapeake in February, when the conditions were ideal. You may remember that our chap in Milwaukee went off half-cocked, with no apparent thought for what the weather might have in store for him. That, of course, was a ridiculous procedure unless that particular week-end was his only chance for a cruise during the entire winter, in which case I would be the last to discourage him from having a go at it! But on that Thursday afternoon, when he looked so disgustedly at the icebound lake beyond his windows, the local office of the U. S. Weather Bureau could have given him reliable predictions for the coming week-end. Nowadays some general prediction, of reasonable accuracy, can be made as much as ten days ahead.

At any rate, I suggest, before making your final preparations for cruising over a particular week-end, that you get some idea of what the weather is likely to be. Study the weather maps, if you know how. If a high area has just passed, you stand a good chance of getting light, variable winds and clear, warm weather; if a low has just passed, you'll probably get cold, northwest winds and you may want to postpone the cruise. And so on. To those who object that they have seen it cold in New Orleans and have seen the Chesapeake frozen over and have nearly died of cold in

KERMATH *Marine* ENGINES

THEY'VE GOT WHAT IT TAKES TO BE "TOPS"

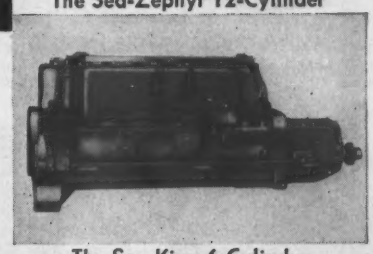
Model	No. of Cyl.	H. P.	Bore and Stroke	Cubic Displacement	R. P. M.	Weight	Length Overall
8 to 10	2	8-10	4" x 4"	101"	800	465	40 5/16"
20	4	20	4" x 4"	201"	1000	590	51 11/16"
35	4	35	4 3/8" x 5 1/2"	330"	1000	945	55 15/16"
50	4	50	4 3/8" x 5 1/2"	330"	1300	830	55 15/16"
Sea-Cub	4	25	2 5/8" x 3"	65"	3400	300	28 5/16"
Sea-Bird	4	25	3 1/4" x 4"	134"	1700	405	34 3/16"
Sea-Bird	4	45	3 1/4" x 4"	134"	2800	370	34 3/16"
Sea-Dog	4	40	3 3/8" x 4 1/2"	199"	2000	700	44 5/16"
Sea-Man	4	50	4" x 4 1/2"	226"	2000	700	44 5/16"
Sea-Flyer	6	85	3 1/4" x 4 1/2"	205"	3600	680	41 3/8"
Sea-Prince	6	90	3 3/8" x 4 1/2"	221"	3600	680	41 3/8"
V-8	8	90	3 1/16" x 3 3/4"	221"	3600	640	42 15/16"
Sea-Master	6	40	3 1/2" x 4 5/8"	267"	1300	890	52 5/16"
Sea-Master	6	85	3 1/2" x 4 5/8"	267"	2900	800	52 5/16"
Sea-Queen	6	80	3 3/4" x 4 1/4"	282"	2200	865	51 5/8"
Sea-Queen	6	102	3 3/4" x 4 1/4"	282"	3200	795	51 5/8"
Sea-Rover	6	95	4" x 4 1/4"	320"	2600	865	51 5/8"
Sea-Mate	6	90-110	4 1/4" x 4 1/2"	383"	1800-2500	1125	55 7/16"
Sea-Zephyr	12	110	2 3/4" x 3 3/4"	267"	3800	800	50 1/2"
Sea-Captain	6	65	4 3/8" x 5 1/2"	495"	1100	1530	68 5/8"
Sea-Captain	6	100	4 3/8" x 5 1/2"	495"	2000	1390	68 5/8"
Sea-King	6	120	4 3/8" x 5 3/4"	520"	2000	1530	68 5/8"
Sea-King	6	150	4 3/8" x 5 3/4"	520"	2500	1390	68 5/8"
Sea-Farer	6	150	5" x 5 3/4"	678"	1700	1570	68 5/8"
Sea-Wolf	6	190	5" x 5 3/4"	678"	2000	1500	69 5/8"
Sea-Wolf	6	225	5" x 5 3/4"	678"	2400	1500	69 5/8"
Sea-Raider	12	300	5" x 6"	1414"	1500	2480	75 15/16"
Sea-Raider	12	450	5" x 6"	1414"	2200	2480	75 15/16"
Kermath Diesel 6-288	6	84	3 3/4" x 4 1/2"	288	2600	1350	52 15/16"
Kermath Diesel 6-474	6	113	4 3/8" x 5 1/4"	474"	1800	2000	59 7/8"
Kermath Diesel 6-707	6	160	5" x 6"	707"	1600	3100	76 5/8"



The Sea-Cub 4-Cylinder

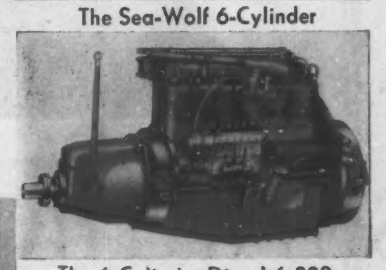
Sea-Flyer & Sea-Prince 6-Cylinder

The Sea-Zephyr 12-Cylinder



The Sea-King 6-Cylinder

The Sea-Wolf 6-Cylinder



The 6-Cylinder Diesel 6-288

LOOK FOR THESE FEATURES IN THE MOTOR YOU BUY!

1. New Kermath Temperator.
2. Husky crankshaft with 7 main bearings in all sizes.
3. Latest and greatest advance in marine reduction gears and transmissions.
4. Ample piston displacement to develop usable power.
5. Backed by 27 years of marine engine designing and building.
6. New aircraft type rubber mountings.
7. Latest type non-drip carburetors.
8. Unparalleled smoothness and quietness.
9. Unexcelled choice of gasoline or full Diesel engines.
10. A Kermath costs less to own and operate.
11. A specific type and size for every boating need.
12. Symmetrical pairs for twin screw use.

Write for the New Kermath Catalog

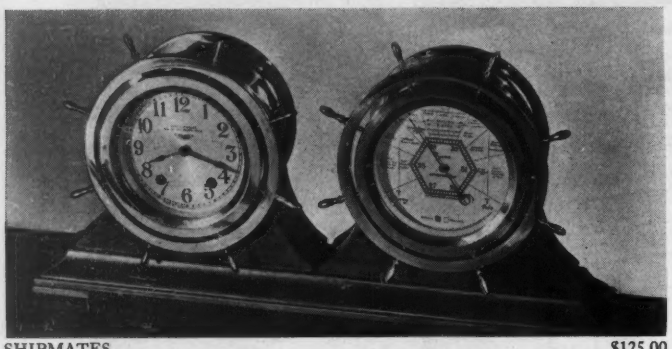
KERMATH MFG. COMPANY
5893 COMMONWEALTH AVE., DETROIT, MICHIGAN

KERMATH
A KERMATH ALWAYS RUNS

GASOLINE & DIESEL ENGINES

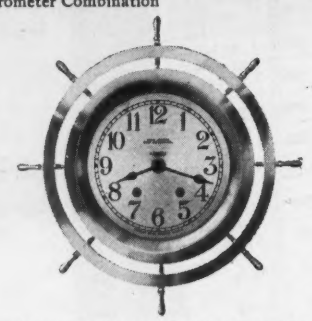
Time FOR THE MODERN MARINER

For generations Seth Thomas marine clocks have been famous for their accurate time keeping, long life and good looks. Aboard ship or in the home their performance is unfailing, their presence welcome. Made according to exact standards, with a wide selection of models, modern Seth Thomas marine clocks are preferred by modern mariners who want a good clock fairly priced. Descriptive literature will be sent upon request. Seth Thomas, Division of General Time Instruments Corp'n, Thomaston, Connecticut.

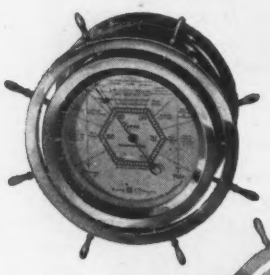


SHIPMATES $125.00
Ship's Bell Clocks — Barometer Combination

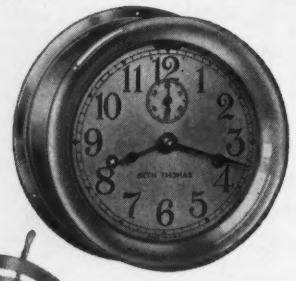
NO. 66 — 8-DAY SHIP'S BELL STRIKE
Plain Bezal (as shown) $57.50
Wheel Bezal 62.50



NO. 44 — 8-DAY SHIP'S BELL STRIKE
Wheel Bezal (as shown) $55.00
Plain Bezal 50.00



HERALD BAROMETER
No. 1, Wheel Bezal $42.50
No. 2, Plain Bezal 37.50



ENGINE LEVER
8-day time $15.00
Merrimac, 1-day Ship Bell Strike $18.50

NO. 2 MAYFLOWER $70.00
8-day Ship's Bell Strike

SETH THOMAS
KEY-WOUND Clocks ELECTRIC

Beaufort, S. C., I would like to point out that, if they will look at the records, they will find that except in the Chesapeake in January and February, these localities have a good many more moderate days than cold ones in the winter months.

Write your own ticket! Even if you have no yacht and no immediate prospect of having one; even if, this winter, you can't possibly get away, you can, I venture to say, get a kick out of doing just what I've been doing — pulling out atlasses and charts; digging up old copies of yachting magazines; poring over weather maps, time tables, yacht plans, and figuring out what you would do if you had a yacht, if you had the money, if you had the time!

Aeolus Blows the Fog Away

(*Continued from page 73*)

determined by the Universal Rule. But as a matter of interest, it may be well to accept these ratings and data, as printed, and check the conclusions drawn therefrom. In the first place, the speed percentages, as given in the table, show clearly that the small boats sailed relatively faster than the large ones; the percentages increase as the ratings decrease. This is absolutely in accord with the findings of the past seventy years; in slow races, the small boat sails relatively the faster. This is confirmed by the many classes of yachts disregarded by our author. The winning Cup yacht, for example, sailed at only 91 per cent of her theoretical speed; the 46-footers and the Twelve-Metres, at some 93 per cent, while the much smaller Ten-Metres sailed relatively much faster, at 96 per cent of their theoretical speed.

Now the allowances, calculated on the ratings as given in the table, are too large and unduly favor the small yacht. They may be calculated, from the ratings and speed ratios, either by the distance method or by the time method. The results are shown in the following table, which, however, is confined to the three yachts of the cruising class:

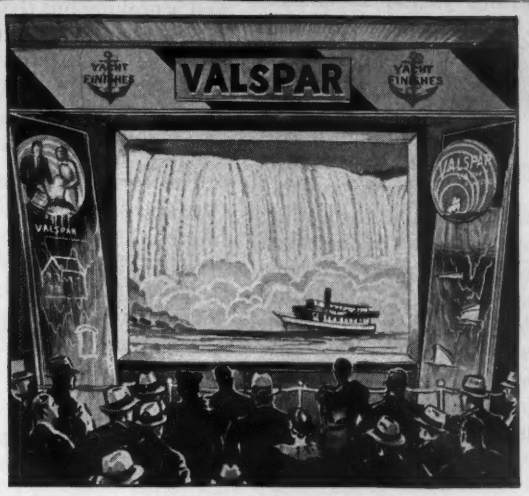
CRUISING CLASS: AUGUST 15, 1934

Yacht	*Rating*	*Elapsed*	*By Distance* Allows	Corrected		*By Time* Per Cent	Corrected	
Mistress	51.5	6:52:59	——	6:52:59		100	6:52:59	
Grenadier	45.7	6:26:18	11:28	6:14:50	1	96.32	6:12:04	2
Musketeer	33.9	7:00:21	43:10	6:17:11	2	87.37	6:07:18	1

The percentages for calculating the corrected times are merely the ratios of the theoretical speeds of the yachts to that of *Mistress*. From this table of results, one sees that these allowances are too great, that the small boat is unduly favored and wins. Under the time system, the allowances are much the greater, the defect is exaggerated and the small yacht wins by a larger margin. As between the two small boats, the two methods give different results. The definite reason for such shift in winners will be fully explained in a later paragraph.

Exactly the same results are shown by the regular classes, with cruising boats of which the regular ratings are known are *Mistress*, *Curlew*, *Volante* and *Rugosa II*. In making the comparison, the average speed of the two Cup yachts *Yankee* and *Weetamoe* furnish a standard and all the actual speeds may be given in terms of such standard. The actual difference in the times of these two yachts over the 37 miles of the course was only 26 seconds, so that the average is a very fair measure of the speed of such yachts. The winning 46-footer *Istalena*, for example, sailed the course at a speed of some 87.8 per cent that of the Cup yachts, while her theoretical speed, under the

In the mists neath mighty Niagara



NIAGARA AT THE NEW YORK MOTOR BOAT SHOW!

With an actual running water demonstration, VALSPAR'S *Booth vividly depicts this inspiring and convincing Test of Niagara. No wonder crowds formed! Just as* VALSPAR *convinced the show crowd, so is* VALSPAR *convincing more and more discriminating users of Marine Finishes!*

VALSPAR

TESTED IN THE WATERS OF THE WORLD

The Varnish that Boiling Water made Famous!

VALSPAR

HAS BEEN TESTED AND PROVED FOR YOU!

Rainbows of mist, lovely in the sunshine... the roar of Niagara's mighty cataract... rushing, swirling waters...

These are the never-to-be-forgotten impressions which thousands of visitors to Niagara carry away with them. But few realize the constant conflict that takes place on the topsides of the "Maid of the Mist," between her VALSPAR'D finish and Niagara's penetrating mist, hot sun and swirling waters.

• Of VALSPAR'S performance, Mr. Frank Le Blond, president of the Maid of the Mist Steamboat Company, speaks highly: "We are pleased to state that VALSPAR paint has given us complete satisfaction. Our requirements for paint used here below the Falls are most exacting and therefore it is a pleasure for us to recommend VALSPAR for its efficient results under most trying conditions."

• Perhaps the finish on your boat may never be called upon to withstand the same punishment that VALSPAR takes on the "Maid of the Mist." But you may use VALSPAR with the assurance that it will stand by you. It has been tested and proved for you not only beneath Niagara's mighty cataract, but in the waters of the world.

Write for a copy of "VALSPAR YOUR BOAT," *a 24-page book that gives you specific advice on all matters of boat painting. No cost or obligation.*

VALENTINE & COMPANY

Paint Makers for 105 Years

386 FOURTH AVENUE, NEW YORK CITY

In Canada—The Valspar Corporation, Ltd., Toronto

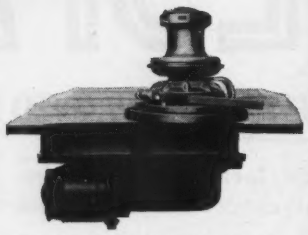
VALSPAR YACHT FINISHES

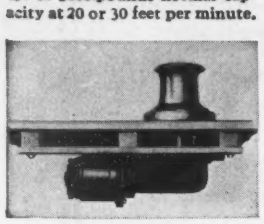
SUGGESTIONS
for making your cruises more enjoyable

Cruising is one thing. Working oneself into a lather—hoisting anchor or sail—is another (as anyone who has tried to hold his own on a bobbing bow will admit). A-E-CO auxiliaries save you energy, they may also save you many embarrassing moments. You can use one of these:

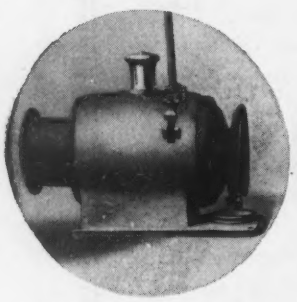
TYPE T WINDLASS—The most modern of yacht windlasses. Five sizes, 800 to 5,000 pounds normal capacity at 24 f. p. m. chain speed. Close centered wildcats that work together orseparately Equipped for hand operation.

MOTORBOAT ELECTRIC WINDLASS (Type C) Step on the button and up comes the anchor. Power aplenty is crammed into this small wildcat-type windlass. There are 5 sizes, from 450 to 3000 pounds normal capacity at 20 or 30 feet per minute.

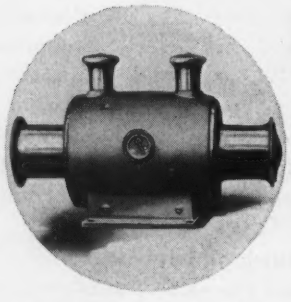




VERTICAL ELECTRIC HOIST—Hoist or warp with this powerful gypsey-type machine. As shown—Type A—motor below deck. Type B has water-tight marine motor above deck. Types A and B available with double vertical heads for handling two ropes simultaneously.



DOUBLE-ACTION HAND WINDLASS—Lifts anchor on both strokes, one lever controls weighing, paying out and holding. Three sizes.



BOAT and SAIL HOIST—Type D—The smallest electric hoist you can buy. Handsomely finished, trim and powerful. Four capacities 225 to 1670 pounds at speeds of 30 to 24 f.p.m.

A-E-CO MARINE *Auxiliaries*

Division: AMERICAN ENGINEERING COMPANY
2432 Aramingo Avenue, Philadelphia, Penna.

Other Products—A-E-CO Taylor Stokers, A-E-CO Lo-Hed Monorail Electric Hoists, A-E-CO Hele-Shaw Pumps, Motors and Transmissions.

standard table, should have been only 85.9 per cent, and under the curve of the Ocean Racing Club it should have been only 82.0 per cent.

That is, in this comparatively slow race, the small yacht sailed relatively the faster, but fitted the standard curve much more nearly than the curve of the Royal Ocean Racing Club. Excluding the Cup yachts, the relative speeds of the remaining yachts are shown on the accompanying diagram, in which the winning yacht in each class is designated by a small circle, the other yachts by the letter "x," and the yachts of the cruising classes by the symbol "∧."

An inspection of this diagram leaves no question as to which curve best represents the actual results of this particular race, a race cited by our author as proving the advantages of the proposed new curve and the new method of calculating "corrected times." The points marking the relative speeds of the various yachts all cluster, with but two exceptions, around the standard 60 per cent curve. These exceptions are the large schooner *Saraband* and the sloop *Carolina*. For some unknown reasons, these two boats were far behind all others, *Carolina* being some 32 minutes behind the leading boat in her class. Out of the seven class winners, five stand well above the 60 per cent curve, showing clearly that the allowance, as a whole, was too great for that particular race. Probably the 50 per cent curve would more nearly represent the winning yachts and would have furnished fairer handicaps. The three boats of the cruising class, when given their proper ratings, fall in line with the yachts of the racing fleet and all of their speeds conform to the standard curve.

Thus the methods of calculating "corrected times" by fixed percentages of the elapsed times give utterly erroneous results, except when all the yachts "walk the tight rope" of the theoretical speed curve. This has been shown by hypothetical fast races, by hypothetical slow races, and by the actual results of the relatively slow race of August 15th, 1934. Now, if this method thus gives erroneous results, there must be a reason for it. Such reason is not far to seek. It can, possibly, best be shown by analyzing the actual formulas and methods of the Royal Ocean Racing Club. In this special case of the general method, the "corrected time," C, is found from the elapsed time, E, of each yacht by multiplying such elapsed time by the factor:

$$\frac{\sqrt{R}+2}{10}$$

where R is the rating of the yacht. And this factor, once determined for a given yacht, remains the same for all races; for fast races and for slow races.

Now, as we have seen, the theoretical speed of a yacht, T, in knots under and in accord with the speed curve and formula of the Royal Ocean Racing Club, is given by:

$$T=0.75(\sqrt{R}+2)$$

From this the value of the factor, used in calculating the corrected time, is readily found to be:

$$\frac{\sqrt{R}+2}{10}=\frac{T}{7.5}$$

Further, the elapsed time, E, of the yacht in the race is merely the length of the course in miles, D, divided by the actual speed, A, of the yacht, expressed in knots. Hence the formula for the "corrected time," as given on page 44 of YACHTING for March, 1936, is seen to be:

$$\frac{C=\sqrt{R}+2}{10}\times E=\frac{T}{7.5}\times\frac{D}{A}=\frac{D}{7.5}\times\frac{T}{A}$$

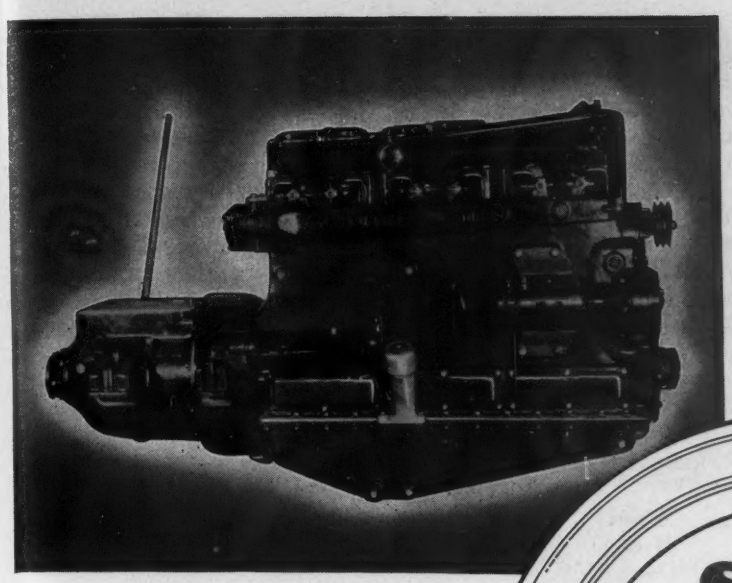
Now, in this formula, the factor, $D\div 7.5$, is the same for all yachts and is nothing but the time it would take a phantom yacht, sailing at a speed of 7.5 knots, to cover the course D. Thus the formula for the "corrected time" of a yacht might well be expressed in words as:

The corrected time, in seconds, C, is the product of the theoretical elapsed time of a phantom yacht sailing at the standard speed of 7.5 knots multiplied by the ratio of the yacht's theoretical speed to her actual speed, $T\div A$.

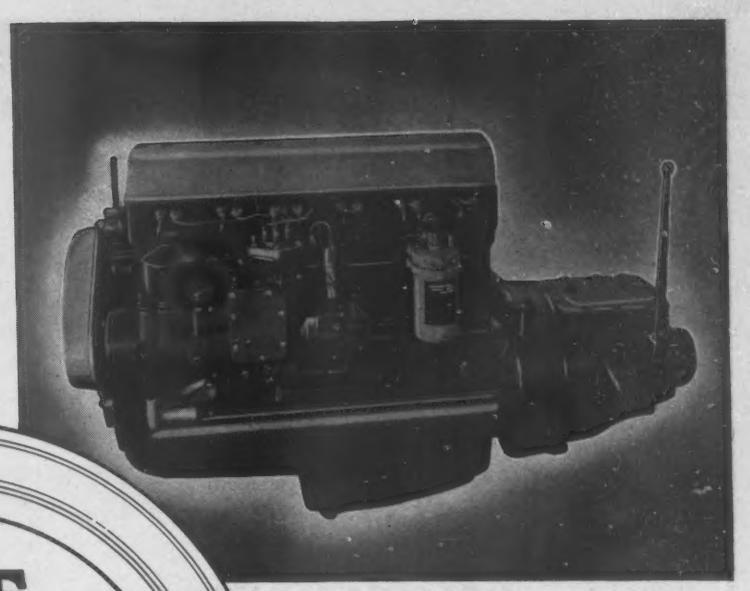
As this theoretical elapsed time of the phantom, $D\div 7.5$, is the same for all the yachts in the race, the "corrected time" of any individual yacht depends solely upon its speed ratio, $T\div A$; and the winner is that yacht for which this factor is the smallest. And this factor will be the smallest for that yacht, the actual speed, A, of which is the greatest percentage of her theoretical speed, T, as given by the speed curve, or formula. Thus, there is no need whatsoever for calculating the "corrected times"; the winner can be determined by a simple inspection of the factors. All the cumbersome calculations of "corrected times" are nothing but futile camouflage; the winner is decided by a percentage, by the percentage of her actual speed to her theoretical speed as shown by the tables. The essence of competition is destroyed for each yacht races, not against other yachts but against her own theoretical or "bogey" speed. All of this is unconsciously admitted by our author, for in every race used by him to illustrate the new method the winner is shown to be that yacht which:

" . . . demonstrated the greatest comparative speed under the theoretical speed curve."

The only trouble with this explanation is that the cart is put before



Model HMR-6—85 to 125 h.p. at 900 to 1800 r.p.m.



Model AMR-6—55 to 80 h.p. at 900 to 1800 r.p.m.

Model AMR-4—20 to 40 h.p. at 900 to 1800 r.p.m.

SEE THESE *New* MODELS

AT THE MOTOR BOAT SHOW

● In the Cummins Diesel you have the benefit of nineteen years' experience in building nothing but Diesel Engines . . . a specialized experience that has given the Cummins these exclusive features:

FUEL DISTRIBUTION . . . controlled by one low-pressure, single-plunger distributor pump which delivers the same accurately measured fuel charge to each cylinder.

RESULT . . . Smooth-running, rapid acceleration, gasoline flexibility with diesel economy, minimum fire hazard, low maintenance, long life.

CONTROLLED INJECTION... fuel preheated and gasified before ignition . . . fed directly into cylinder . . . no pre-combustion chambers necessary.

RESULT... Cummins Diesel starts in less than *three seconds* even in the coldest weather . . . fuel charge completely consumed . . . maximum operating economy.

CUMMINS ENGINE CO., 405 Wilson St., Columbus, Ind.

If you do not plan to attend the Motor Boat Show write for details about these new models.

CUMMINS DIESELS

Pioneers in Modern Diesel Development

At Booth 69, see

KELVIN-WHITE SPHERICAL COMPASS

The U. S. Navy, U. S. Coast Guard, Merchant Marine, trawlers, yachtsmen, all recognize the superiority of this modern compass that is rapidly replacing the old, flat-top type everywhere. It is the choice of modern mariners.

The spherical bowl, completely filled with liquid, neutralizes the motion of the ship and magnifies the card, assuring truer courses, economy in operation and time, and greater safety. Horizontal swinging of the card, and overswing are eliminated. There is complete freedom of action. Write for descriptive folder containing endorsement of satisfied users.

KENYON MARINE SPEEDOMETERS

— register nautical speed and changes in speed. Indispensable to successful racing. Check the ability of the skipper, and prove or disprove your ideas of sail trim in racing. A source of great interest and satisfaction to all on board. They are a precision instruments — installed on hundreds of fine yachts. Write for booklet.

KELVIN-WHITE WEST TELE-MAGNETIC COMPASS and Distant Direction Indicator

A new, marvelous aid for navigators, by which a course can be steered without reference to the compass. No more chasing the lubber line. The tele-magnetic indicator tells when the vessel is on the course. Easier, more accurate, safer courses.

BLUDWORTH RADIO COMPASSES

Radio fog-beacon signals are available for three-point bearings during two ten-minute periods every hour — and constantly, when visibility is poor. Bludworth Radio Compasses are precision instruments scientifically designed to enable you to profit by these modern aids to navigation. Steer straighter courses; save time and fuel; eliminate guess-work; and be safe by installing a Bludworth. A model for yachts and ships of all sizes.

WALKER { **YACHT LOGS** / **SPEED-VARIATION INDICATORS** / **DEPTH FINDERS**

are known and used the world over. They are essential equipment for cruising. Write for sizes and prices.

Visit Booth 69 at the Show

KELVIN and WILFRID O. WHITE CO.

90 State Street Boston — **38 Water Street New York City**

the horse. The "greatest comparative speed" of the winner does not follow from the method; it is, as we have seen, the very essence of the method.

All of this may be illustrated by the race, already cited, from Vineyard Haven to Newport. Calculating, under the speed formula of the Ocean Racing Club, the theoretical speeds of the yachts and placing such speeds in comparison with the actual speeds of the yachts, as developed in the race, one has the following:

Identically the same criticism applies to all similar methods of determining "corrected times," or allowances from fixed percentages of the elapsed times of the various yachts. All such methods, however they may be camouflaged, are wrong in principle. They are not methods of granting allowances or of handicapping; they are methods of substituting "bogey" racing in place of direct, active competition of yacht against yacht. The method certainly has nothing to recommend it over the present "distance" method.

COMPARATIVE SPEEDS

Race of August 15, 1934

Yacht	*Theoretical*	*Actual*	*Ratio: A/T*
Mistress	6.881	5.375	0.7812
Grenadier	6.570	5.747	0.8747
Musketeer	5.857	5.275	0.9006

The *Musketeer* thus makes the best relative speed; she makes a record of 90.06 per cent against her "bogey" to 87.47 per cent and 78.12 per cent respectively of the other boats. On this basis *Musketeer* wins and further calculations are unnecessary. The "corrected times," however, may be found from the theoretical elapsed time of the mythical standard yacht, sailing at 7.5 knots. To cover a 37-mile course at this speed, it would take such yacht 17,760 seconds; and the calculation proceeds as follows:

RACE OF AUGUST 15, 1934

Yacht	*Standard* $\times$ *T/A*	*Corrected Time*
Mistress	$17{,}760 \times \frac{1}{0.7812} = 22{,}737$	= 6:18:57
Grenadier	$17{,}760 \times \frac{1}{0.8747} = 20{,}304$	= 5:38:24
Musketeer	$17{,}760 \times \frac{1}{0.9006} = 19{,}720$	= 5:28:40

And such "corrected times" are in substantial * accord with those given in the article on the superiority of the methods of the Royal Ocean Racing Club.

All of this demonstrated not only the futility of the proposed method, but its unnecessary complications. The calculation of the so-called "corrected times" are unnecessary and involve long and tedious multiplications — multiplications which to be accurate must be carried out to the fourth decimal place. The winner could have been picked by a simple comparison of the actual and theoretical speeds; could have been picked by a comparison of the records of the various yachts against their individual "bogeys."

**The author made some minor mathematical errors in his calculations.*

Conclusions

1. All methods, so far proposed, of basing handicaps or allowances upon percentages of elapsed times are wrong in principle and unworkable in actual practice. Such methods destroy actual competition and reduce a yacht race to a series of races or competitions against individual "bogeys." In each and every such method, the so-called winner can be determined directly from a comparison of the actual and theoretical speeds of the various yachts; the so-called "corrected times" are unnecessary and meaningless.

2. The only practical method of awarding handicaps in yacht racing is the present standard method of basing such handicaps or allowances on the distance sailed.

3. Such standard method might be theoretically improved by varying the allowances with the force of the wind; by giving larger allowances for strong winds and fast races; smaller allowances for light winds and slow races. But it is doubtful whether the game is worth the candle; whether the extra complication would, in the long run, give any more satisfactory results than the present system of an average allowance for average conditions.

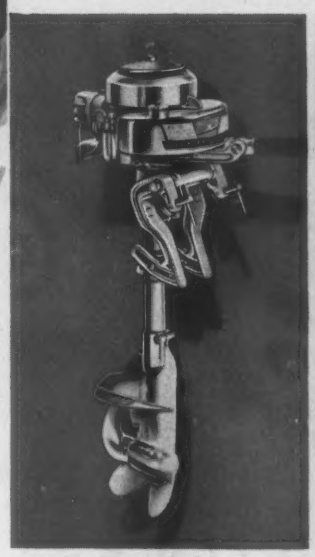
JOHNSON ALL-STAR

Sea-horses

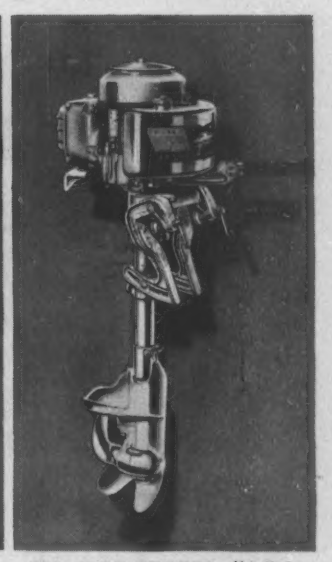
All-Star Features
ALL THE NEWER OF THE NEW
ALL THE BETTER OF THE BEST

ALL-STAR MODEL "DS"
DeLuxe Single. Develops 2.1 h.p. at 4000 r.p.m. A streamlined beauty with *power, flexibility, stamina.* Ready-Pull Starter and 24 other big features **$95.00**

ALL-STAR MODEL "DT"
DeLuxe Twin. Develops 4.2 h.p. at 4000 r.p.m. The great "all feature" motor, with Integral Streamlined Power Head and Ready-Pull Starter. Only . **$130.00**



ALL-STAR MODEL "LS"
Light Single. Develops 2.1 h.p. at 4000 r.p.m. Full Pivot Reverse, Underwater Exhaust, Synchro-Control, Dual Intake, *everything* for super performance. **$72.50**



ALL-STAR MODEL "LT"
Light Twin, developing 4.2 h.p. at 4000 r.p.m. Alternate Firing, Full Pivot Reverse, Underwater Exhaust and 24 other big features, all for only **$95.00**

IMAGINE a Perfected Alternate Firing Twin at only $95.00, with Underwater Exhaust and Full Pivot Reverse combined! Imagine a "Single" with the same combination at only $72.50!

Both are ***packed*** with power! Both are provided with complete power ***refinements,*** including Synchro-Control, Dual Intake, Float Feed Carburetor with throttle control, slowest trolling speed ***Johnson has ever attained.*** Both are built with Positive Primer, Patented Co-Pilot, Cushioned Steering Handle, Shock Absorber Drive, and ***many*** other features formerly found only in the costliest motors.

Imagine a ***DeLuxe*** Single and Twin at $95.00 and $130.00 respectively—with a new type Integral Streamlined Power Head, new Ready-Pull Starter and a combination of performance features never before obtainable at ***any*** price!

In all Johnson history there has never been a year when such startling developments have been introduced. There are nine All-Star models—four entirely new! See them at your Johnson dealer. You'll find his name listed under "Outboard Motors" in your classified telephone directory.

JOHNSON MOTORS, 2300 Pershing Road, Waukegan, Ill.
Canadian Johnson Motor Co., Ltd., Peterboro, Canada

All ratings are N. O. A. CERTIFIED brake h. p. ratings.
All prices f.o.b. factory. Subject to change without notice.

FREE

Write for the 1937 Sea-Horse Handy Chart of sizes and specifications, and special literature describing the many extraordinary features of the new All-Star Series. Just off the press! Free!

OTHER MODELS AS LOW AS $59.50 F.O.B WAUKEGAN

Set your course for the Ovington Booth at the Show

COME aboard the good ship Ovington's at the Show and see china and crystal that sail the seven seas. Over 1000 of the finest yachts afloat proudly carry it. And there's no reason in the world why your craft shouldn't be on the roster.

OVINGTON'S

Fifth Avenue at 39th Street

ONE CLOCK

. . . . . for many Boats

Equip your boat with a Chelsea — and you will use the same clock on boat after boat for all your life. Chelsea Clocks are made so well that no Chelsea has ever worn out. Illustrated: the SHIP'S BELL — offered in dial diameters from 3¾" to 8½" for boats of any size. Sold by nautical instrument and marine supply houses. Chelsea Clock Company, Boston, Mass.

CHELSEA CLOCKS

Three Men and A Boat

(*Continued from page 80*)

The following day dawned bright and clear, with a strong southeasterly wind. Anxious to be away for more northern climes, we hove up our ground tackle and sailed at 6:00 a.m., with the added intention of picking up a good cook at Newport without fail.

Horsey took the helm, while Bullwanger, clad in a natty white outfit and a tailored yachting cap which he had bought the previous year at Cowes, lounged in the cockpit, ever and anon directing the movements of Fitz and me, albeit in most pleasant fashion.

Even Horsey's daughters came on deck, where they lay on a rug, ate chocolates and, in the manner of women the world over, asked our handsome captain many questions. They felt very sure that *Molly Auk* would be safe in his hands and I have little doubt but that he thrilled to their maidenly confidence.

"Aha there, boys," he called to us on one occasion, "may I ask you to take a pull on the main sheet? Come now, let's have a chantey. . . . *Hmmm!* I fear Fitz is a little shy. Open up there, Fitz, my boy — no dry hauls in this ship!" And the ladies focussed soulful eyes upon him as he began to solo "Haul on the bowline" in very catchy fashion.

Bullwanger's manner was always gracious, though we were often irked to see him reclining all day long on the cockpit cushions, eating Graham crackers and quaffing cool beer, while we polished brass or sat up for'ard, at a respectful distance from the afterguard. His very bearing indicated that he considered himself born to command. And, I may say, he had every reason to feel proud of *Molly Auk*. She was a trim vessel despite her age. With her newly painted hull and dress of snow white canvas, she compared favorably with any craft of her size and rig we had so far seen. Her buff decks, varnished skylights and glinting brasswork were a delight to the eye. She was fast and a good sea boat, as she had ably demonstrated to us on the windy passage from Montauk.

By the time we reached Newport, the seams had taken up. The big leak round her sternpost had subsided to a trickle. No longer were Fitz and I obliged to spend weary hours at the pump. So far, the cruise had progressed without serious mishap and, despite the shaking up to which I had subjected him in the tender, Hallowell Horsey appeared to be well pleased. On more than one occasion, however, he had insisted that we hire a competent cook.

It was with the intention of gratifying his wishes that we went ashore in Newport and engaged the services of one, J. Wellington Brown-Bey, whose name certainly fitted his complexion. Besides proudly informing us that he was not a negro but a Moorish-American, J. Wellington swore that he had had six years' culinary experience in various yachts, though when Bullwanger hired him he was but nineteen years old and still a high school student.

Perhaps our benevolent skipper was swayed by the colored lad's tale of woe, a heartrending fantasy concerning his recent trials and tribulations as counterman in a Boston waterfront "slop house" where he had served hamburgers and hot dogs. Anyway, J. Wellington came aboard, to break the eggs and burn the bacon, and finally to lie seasick in his bunk, calling upon his god Mahomet to whisk him away to Islam's Promised Land.

Unabashed by this calamity, Captain Bullwanger conferred upon me the title of "chief cook and bottle washer," and in this capacity I sweated and champed, while J. Wellington Brown sunned himself on the forward deck or lay in his bunk and snored like the creaking of a rusty bilge pump.

I remonstrated with the skipper.

"By gad, sir," he said to me, "it's damn jolly of you to back me up like this. . . . You're a swell cook, too." He coughed discreetly. "The most important man in the ship."

Now what can be done with a fellow like that?

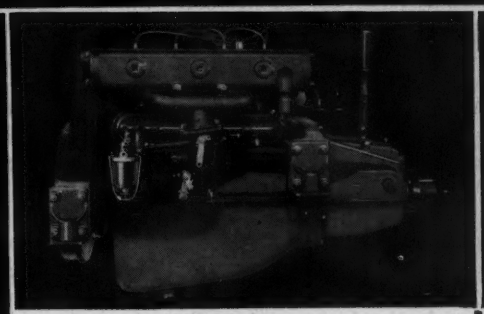
Woods Hole, Mass., was our next port of call. During the run to that quaint little town there occurred an incident which, in view of subsequent events, I feel bound to relate. We were off Cuttyhunk when, at three o'clock one morning, Fitz and I were rudely awakened by a sudden, jarring shock.

A bloodcurdling screech still rang in our ears as we leaped from our bunks. Befuddled with sleep, unaware of what had happened on deck, we made for a square of dim, gray light which indicated the location of the hatchway. Reaching this aperture simultaneously, our bodies got jammed hard fast between the coamings. Gripped by an awful terror, we panted and squirmed, until both of us realized the futility of trying to reach the deck in the manner of Siamese twins.

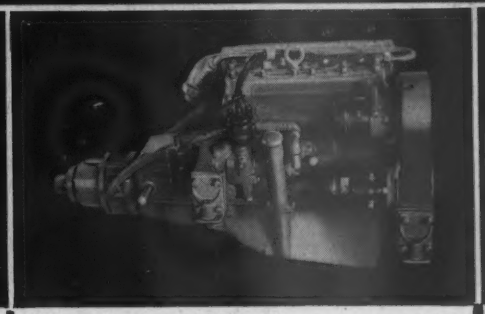
Freeing ourselves, we rushed aft, where Horsey and our captain were reassuring the womenfolk. "Great Godfrey, Mr. Horsey," Bullwanger was saying, "I'm hanged if I can account for it. In all my experience, sir —"

"A rock, maybe," said Horsey, in shaky tones.

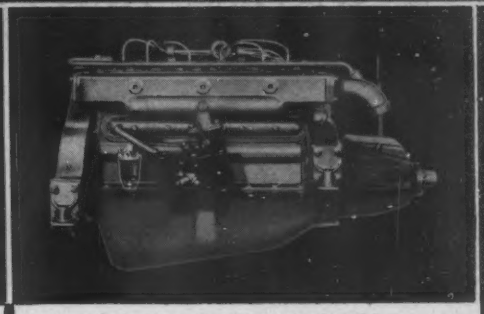
CHRIS-CRAFT MARINE ENGINES
at these sensationally low prices



55 h. p. 4 cylinder 133 cu. in. displacement, length 31¾". Priced with suspension rubber-mountings, full electrical equipment—electric starter and generator —and crated for shipment . . . . . **$395** *f. o. b. factory*

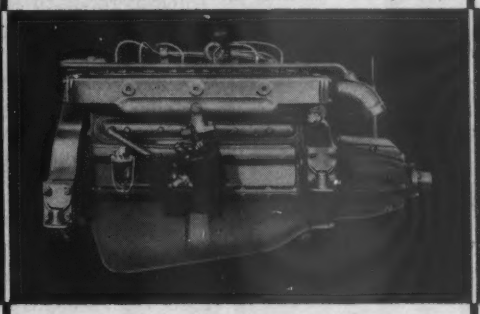


55 h. p. 4 cylinder with reduction gear, 133 cu. in. displacement, length 38⅞", suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. . . **$525** *f. o. b. factory*



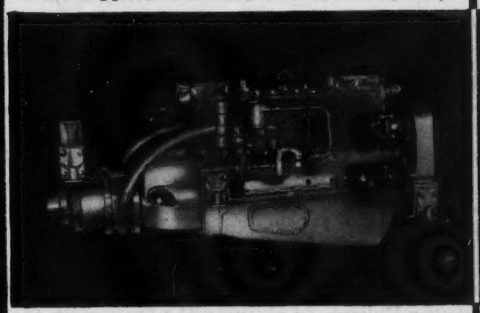
85 h.p. 6 cyl. 222 cu.in. displ., length 40⅞". Priced with suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra) . . **$495** *f. o. b. factory*

85 h. p. 6 cyl. reduction gear, 222 cu. in. displ., length 47⅝" susp. rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra) . . **$675** *f. o. b. factory*

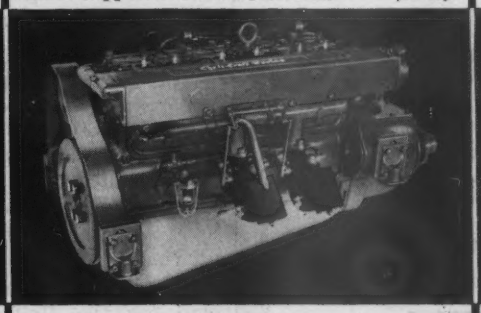


95 h.p. 6 cyl. direct drive, 222 cu.in. displ., length 40⅞" suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra) . . **$550** *f. o. b. factory*

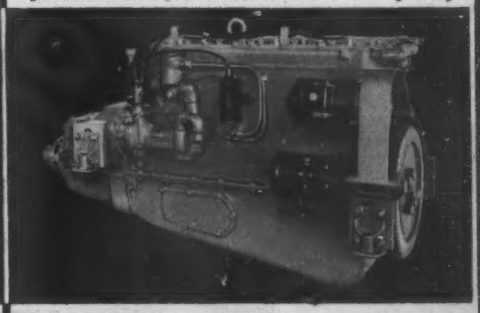
110 h. p. 6 cyl. 263 cu. in. displ., length 46⅞", suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra). . . . . **$725** *f. o. b. factory*



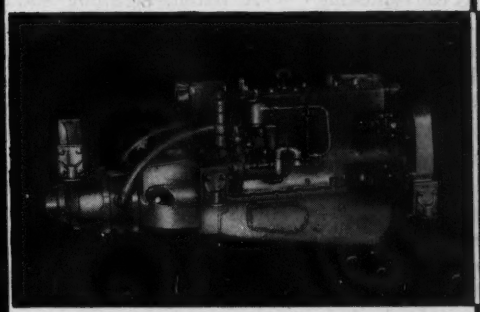
110 h. p. 6 cyl. reduction gear, 263 cu. in. displ., length 54⅜", suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipm't. (Opposite rotation $25 extra). **$945** *f. o. b. factory*



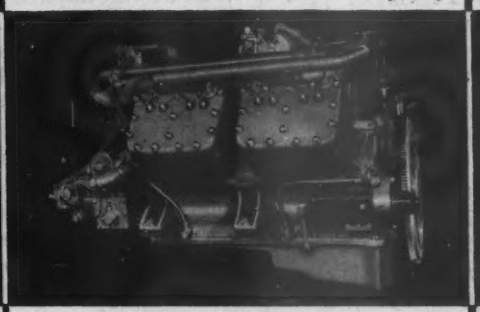
125 h. p. 6 cyl. direct drive, 263 cu. in. displ., length 46⅞", suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. A real investment . . . . **$795** *f. o. b. factory*



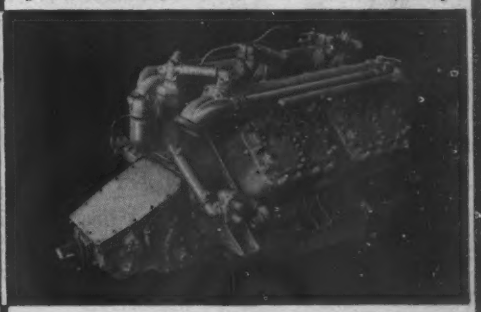
130 h. p. 6 cyl. 320 cu. in. displ., length 46⅞", suspension rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra) . . . . . **$825** *f. o. b. factory*



130 h. p. 6 cyl. with reduction gear, 320 cu.in., length 54⅜", susp. rubber-mountings, full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $25 extra) **$1045** *f. o. b. factory*



275 h.p. V-8 cyl. motor, 825 cu. in. displacement, length 62½", full electrical equipment—electric starter and generator and crated for shipment. (Opposite rotation $175 extra) **$2400** *f. o. b. factory*



350 h.p. V-8 cyl., 845 cu. in., length 62½", full electrical equipm't—electric starter and generator and crated for shipment. *Buy Chris-Craft engines from your marine dealer. All prices subject to change.* **$3400** *f. o. b. factory*

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION

610 DETROIT ROAD, ALGONAC, MICH. • NEW YORK DIRECT FACTORY BRANCH, 221 PARK AVE. AT 45TH ST.

PHILIPPINE MAHOGANY

SPANISH CEDAR

WHITE CEDAR

BALSA

TEAK

•

GEO. D. EMERY COMPANY

220 11th Avenue, Corner 25th Street

New York, New York

•

Established 1882

KOLSTER RADIO DIRECTION FINDER

as installed in

LIBRA II

One of the outstanding yachts launched in 1936

For boats cruising in open waters a KOLSTER RADIO DIRECTION FINDER permits accurate navigating, particularly in heavy weather.

KOLSTER instruments are used on hundreds of ocean-going vessels, and were selected for their outstanding quality and precision in operation for use on the *S.S. Queen Mary*, *S.S. Manhattan*, *S.S. Washington*, *S.S. California*, and *S.S. Pennsylvania*.

Yacht installations include the *Nourmahal*, *Lotosland*, *Nakhoda*, *Rene* and *Cambriona*.

See our exhibit at the Motor Boat Show

WM. EDGAR JOHN AND ASSOCIATES

424 Madison Avenue, New York, N. Y.

Sole U.S. Distributors for Models Nos. 103–104 Kolster Radio Direction Finders

"A rock, sir! Oh, tosh! . . . But it may have been a whale."

"Whale my eye," Fitz growled. "It was a reef — the Sow and Pigs!"

Bullwanger chuckled. "My dear fellow," he said, "you remind me of a Dutchman, always peering to looard for signs of a change in the weather." He turned to the ladies, blinding them with a beam from his flashlight. "Don't be alarmed, girls. There's no danger — none whatever!"

While Bullwanger kept the deck, Fitz and I went below and inspected the bilges. The discovery that she was making no water cheered all hands and, prompted by the captain's comforting suggestions, the ladies went to their cabin.

Archy vehemently protested our insinuation that his navigation had been a little off center. "Rest easy, fellows," he said. "Faith is the thing here, faith in my ability to sail this ship through the eye of a needle, if necessary."

Our curiosity as to the origin of that fearful yell was satisfied when he explained, rather sheepishly, that he had stepped from his cabin into a puddle of boiling water, among half a dozen spiny lobsters which prior to the impact had been cooking on the galley stove. In those brief seconds he suffered mental and physical tortures of the damned. He was in Davy Jones' Locker, he thought — a mariner's hell at the bottom of the sea.

During following weeks we visited Woods Hole, Nantucket and Edgartown with nary the loss of a single rope yarn. Finally we arrived at Marblehead, where Horsey and his daughters bade a sad adieu to the craft which had carried them over the ocean's bosom so staunchly and well.

But the cruise was not yet at an end for the Bullwanger-Rekrab-Fitz combine. Here, we made the acquaintance of Governor and Mrs. Swift who, inspired by the rollicking tales of Mr. Horsey, heartily agreed to charter *Molly Auk* for a month. I never doubted that they came aboard on the wings of an ill wind, for that evening a pea soup fog rolled in from the sea and our anchor light gleamed wanly in the dripping gloom.

When the fog at last rolled away, we lost no time in making ready for sea. However, everything seemed to go wrong from the very beginning. While we were heaving up the anchor, Fitz dropped a windlass bar on Archy's toes, causing the skipper to hop-scotch round the deck in heartrending manner and with consequent damage to his prestige.

Aside from my deck duties, it was still my job to concoct slumgullion and cracker hash for the cabin table. This fare, which I prepared in the old fashioned seagoing manner, did not appeal to our paying guests. Mrs. Swift spoke longingly of humming bird's tongues and caviar. At supper that night the Governor threw his stew overboard; a delectable codfish gumbo, it was, with Indian corn and beans in it.

"Maybe you can give me a bread sandwich!" he roared.

All hands, including Archy Bullwanger, were positively gloomy that night when the wind fell away to a flat calm and again fog wreathed us in a pall of clammy grayness. As *Molly Auk* rolled viciously in a long ground swell, the bull-like blast of a fog horn and the harsh sighing of a boiling surf grated on the nerves of every soul aboard.

An hour before daylight, we were awakened to a realization of impending disaster when a steamer's whistle blared through the eerie stillness and the air became filled with the rhythmic beat of her propeller. Soon we clearly saw the green glow of her starboard sidelight, and the voices of her men reached us as she roared by and vanished in the filmy vapor.

Never was daylight more welcome. The fog melted before a southerly wind but the sky was overcast with fleeing nimbus as we stood away for Rockland. Towards nightfall, when *Molly Auk* was about three leagues south of Owl's Head Light, we entered narrow waters and the breeze fell away to a faint breathing which barely rippled the surface of the deep.

I well remember coming upon Captain Bullwanger as he pored over a chart in the cabin below. Darkness had fallen and, in the glow of the cabin lantern, I saw him tracing our course through a narrow channel to as far north as Owl's Head.

"Where do you figure we are, Captain?" I asked.

"About here," he muttered, pricking the chart with the point of his dividers. "Another three hours should see —"

A harsh, scraping sound interrupted him. *Molly Auk* quivered throughout her frame. He looked at me quickly.

"Bottom," I said, "a reef!"

"My dear fellow —" he began, with a shake of his head.

"You'd better come on deck!" Fitz shouted down the companionway. "We're on the rocks!"

"Thought you said we were in the channel?" the Governor sang out.

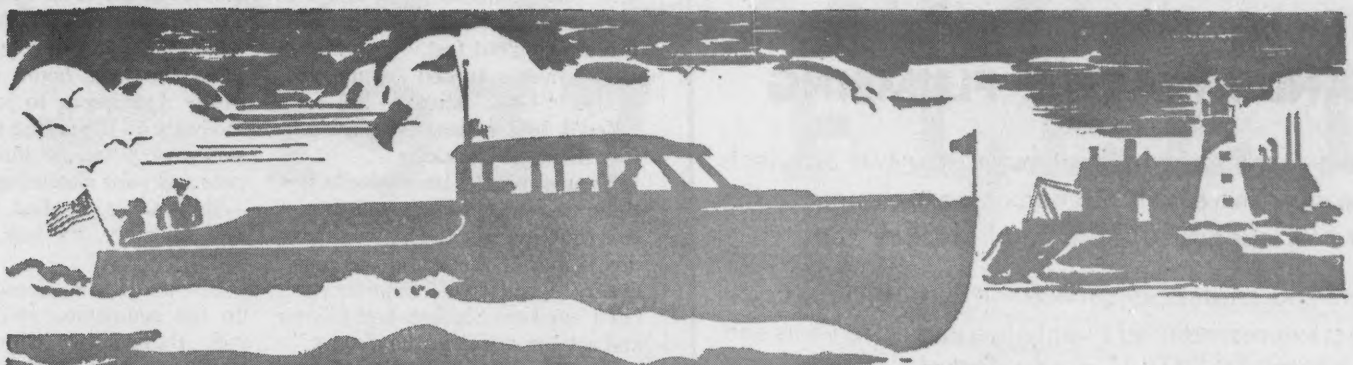
Bullwanger said nothing. Going to the cockpit, I took a cross bearing. Then, with the Governor at my heels, I went below again.

"Well?" he said harshly. "Where are we?"

"Here, sir," I replied. "Clam-neck Ledge."

"Clam my neck!" Bullwanger snorted over my shoulder. "I tell you, gentlemen, we're eight miles south of Owl's Head."

"Damn it!" I fumed. "How can



Every so often there are new ideas in propeller shafts, but sooner or later most everybody comes back to...

ANACONDA
from mine to consumer

So that you can identify genuine Tobin Bronze *specially turned and straightened or piston-finished for shafting,* we mark each rod as shown here.

36311

Anaconda Copper & Brass

THE AMERICAN BRASS COMPANY • General Offices: Waterbury, Connecticut

Offices and Agencies in Principal Cities • In Canada: ANACONDA AMERICAN BRASS LTD., New Toronto, Ont.

YEAR AFTER YEAR

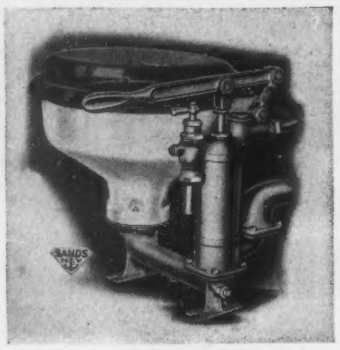
from 1849 to the present time

SANDS MARINE PLUMBING

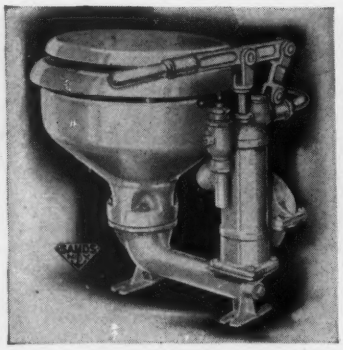
has been recognized by boat builders, naval architects and the ever increasing number of boat owners as the standard for every size and type of pleasure craft.

For long and satisfactory service they are without equal — in fact fixtures installed twenty-five and more years ago are still functioning satisfactorily. So why not insist on Sands and obtain the utmost in value and service.

The closets illustrated below are equipped with an improved type automatic air vent valve a feature that insures easier operation. All may be used above or below water line.

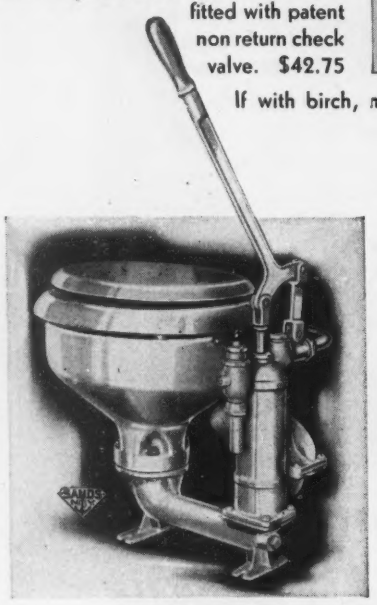


The "Winette" Pump Closet is an inexpensive and popular fixture. One designed to give long and efficient service. It is equipped with a cast bronze 2½" diameter supply and discharge pump, cast maganese bronze handle, white china bowl, birch, mahogany finished, or oak seat and cover with chrome plated brass hinges. Pump rough. $36.00



The "Winner" Pump Closet is another popular and well known unit, used by the majority of boat builders as standard equipment. It also has a 2½" diameter cast bronze supply and discharge pump, finished in white enamel, Cellu white seat and cover with chrome plated hinges. Outlet is fitted with patent non return check valve. $42.75

If with birch, mahogany or oak seat and cover. $39.75



The "Winsted" Pump Closet while not as well known as the above, is fast becoming popular with those seeking a more easy working fixture. The upright lever handle is the answer.

Like the Winner it is finished in white enamel with chrome plated trim, 2½" diameter cast bronze pump, quick opening supply valve, patented non return check valve in the discharge and with Cellu white seat and cover. $44.00

If with oak or mahogany finished seat and cover. $41.00

Other fixtures are illustrated and described in literature which we will gladly forward upon request

A. B. SANDS & SON COMPANY

2 WEST 45TH STREET NEW YORK, N. Y.

we be aground in five fathoms when we only draw nine feet?"

Molly Auk herself answered that one. She shuddered, and listed to starboard. Furthermore, the tide was running out fast.

Bullwanger turned on me suddenly. "Look alive!" he said. "You'd better stow everything. I fear the wind is making."

Twenty minutes later, when everything was snug, I suggested to him that the Governor and his wife abandon ship. "If the tide drops much faster," I said, "we'll fall over sure. Give 'em some blankets and pillows and set 'em adrift in the dinghy."

I was not aware that the Governor was standing behind me.

"Fed up!" he shouted, turning to his wife. "Come, my sweet!"

Our starboard rail was almost awash when they shoved off into the darkness. Bullwanger, Fitz, and I remained aboard; we would stand by to the end.

It was Bullwanger who became inspired with the brilliant idea of playing the Governor's portable Victrola. At intervals, while he changed records, voices reached out of the chilly night — the Governor violently cursing his fate, Mrs. Swift plaintively beseeching him to bear up for her sake.

The music, one record in particular — "I Can't Give You Anything But Love, Baby" — might not have appealed to the castaways but it served to dispel the skipper's gloom. In the after cabin he found Mrs. Swift's private stock of fruit which we avidly devoured.

As the long hours slipped by, *Molly Auk* began to jerk and list violently on the falling tide. At last she gave a terrific lurch, sending pots and pans clattering.

Bullwanger coughed. "Boys," he said solemnly, "I fear this is the end."

Fitz and I were already half way up the companion stairs. With a yell, Bullwanger followed. Frantically, we launched the tender. A clatter of oars on thwarts sounded, then a terrific crash, as our inimitable skipper almost went through the bottom boards.

Fitz laughed, raucously, but the voice of Mrs. Swift, evidently addressing her husband, reached across the water: "It's all your fault! *You*, wanting to be a sailor!"

At that moment, *Molly Auk's* masts swept the sky in a wide arc and over she fell with a noise like thunder. In the pale moonlight she was a sad sight, lying there like a stranded whale on the naked rocks. For a moment no one spoke. Then Archy Bullwanger broke the silence.

"Thank God, we're insured," he said.

Thirty Years of Marine Engine Development

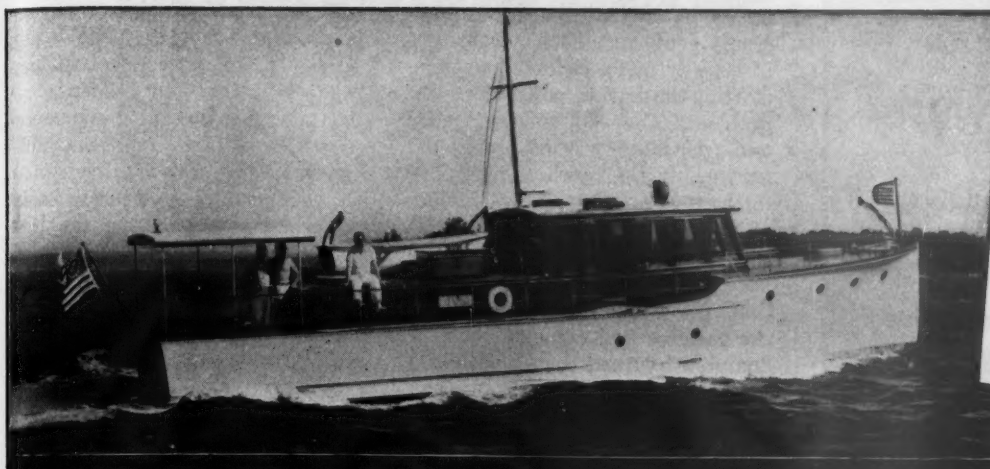
(*Continued from page 77*)

"make and break" ignition was popular in the heavy duty models. In its essentials, this form of ignition comprised two points within the combustion chamber, one of which was stationary and insulated by mica or other material from the metal of the motor. The other point was movable and could be pushed against the fixed point at the proper time and then snapped back to form a spark, which was intensified by connecting a "choke coil" in the circuit. No high tension current was required with this device, which was therefore practically waterproof, although mighty troublesome mechanically and entirely unsuited to the high temperatures and high speeds of modern motors. "Jump spark" or high tension ignition, with a timer, distributor, and spark plugs similar to those used today, was used on many motors. The spark coils, however, were comparatively crude and often employed a buzzing vibrator which was constantly sticking or getting out of adjustment.

Before the days of the self-starter, the source of current for ignition was a bunch of dry cells wrapped up in a piece of oilcloth, placed in a box to try to keep them fairly dry. Later on the cells were sealed in paraffin or other waterproof compound. The more expensive motors used magneto ignition; the source of current, the timing, and the entire ignition device except for the plugs being in the magneto itself. This was the most reliable form of ignition in the motors of thirty years ago. Not until the advent of the electric self-starter with a direct current generator on the motor charging a storage battery and the combination of this unfailing source of current with the modern type of timer and distributor did battery ignition become as reliable and effective as magneto ignition. Even today, the magneto, especially with a good "impulse coupling," is a mighty fine ignition device.

High tension spark plugs have improved almost beyond belief. Originally, they were designed without much regard for anything other than insulating the central wire or electrode from the shell of the plug. One of the most tragic cases of which I know in motor design is that of a beautifully engineered machine, worked out during the World War, which never showed what its real possibilities were because no plugs could be obtained at that time to withstand the heat generated in

The VINYARD 1937 FLEET



THE "50"

With a Vinyard "50" life on the water necessitates no sacrifices in comfort or convenience.

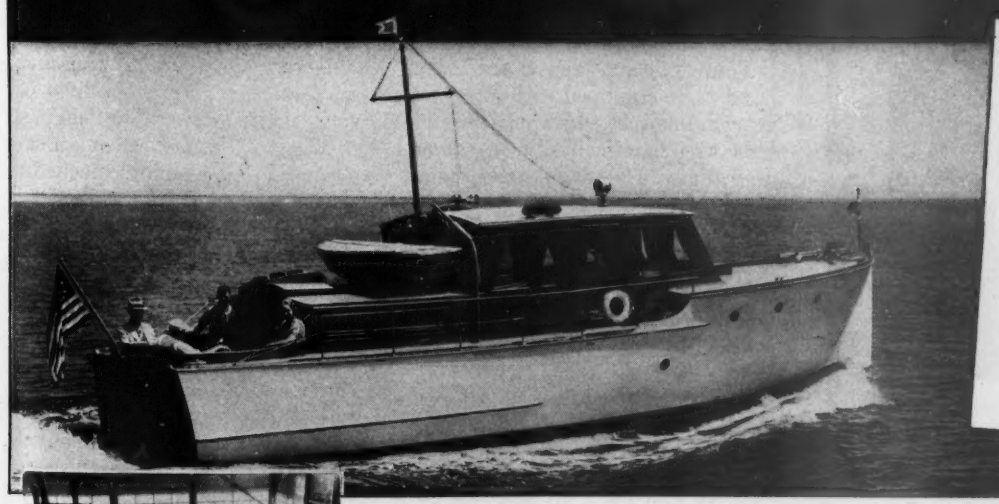
On the foundation of a rugged hull, with twin-screw power plants (either gasoline or Diesel) Vinyard has fully met the demand for spacious living and sleeping quarters, ample galley, closet, deck and cockpit space.

As would be expected the equipment of the "50" is naturally the finest and most complete, including electric refrigeration, shower bath, hot and cold water, etc.

THE "46"

A REAL DEEP-SEA CRUISER THAT CAN GO ANYWHERE REGARDLESS OF WEATHER CONDITIONS

Strength and beauty are well-mated in this popular model. Owner's stateroom has two double berths, bathroom is equipped with tub and shower. Guest stateroom entirely private with double bed and large clothes closet. Hot and cold running water in each cabin. Electric refrigerator and Shipmate gas stove with oven and broiler.

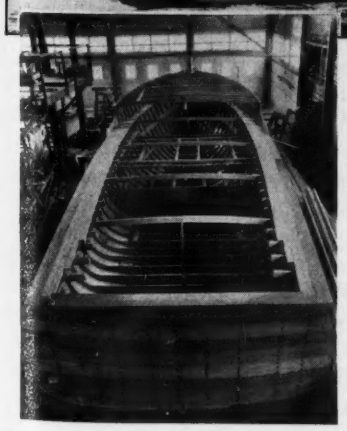


THE "40"

This compact and husky model can be owner-operated and is available also in a sport fishing model.

A fine stiff weatherly cruiser with its ample freeboard, stout construction and custom appearance. One type of this model is offered with a 110 hp. Diesel affording unusual economy of operation.

Accommodations are provided for seven people and the "40" has many of the special features found on larger Vinyard models.



Vinyard Cruisers are characterized by their distinctive and able appearance. They are built to unusually high standards of strength which insure long and trouble-free ownership. Among the many special features incorporated in their construction are rail-protected decks, fuel tanks in separate watertight compartment, exhaust fans for removing latent fumes. We will gladly send catalogue containing details and specifications of all models.

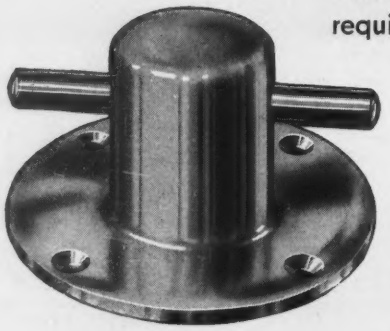
VINYARD SHIP BUILDING COMPANY

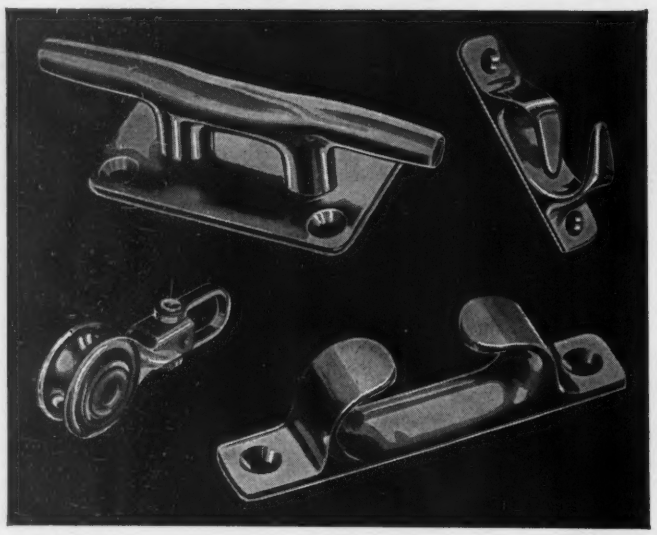
Milford, Delaware

Even Time Cannot Tell the Age of

MIRROR MARINE Hardware

LUXURY and utility are combined in these new revolutionary yacht fittings of stainless steel. Neither salt spray nor corrosive gases can dull its gleaming surface . . . and they are being enthusiastically received by yacht owners whose pride in their crafts requires fittings that are truly "ship shape." Your letter will bring additional items and prices. Stock sizes or built to order.





BEAUTY PLUS UNEXCELLED STRENGTH

America's Finest Fittings for the Finest Yachts

THE PRESSED STEEL CO.

Wilkes-Barre Pennsylvania

TRADE MARK REGISTERED

the combustion chamber. Using modern plugs, I have seen one of those old motors perform marvelously.

As indicated above, ignition and electric starting are tied in together. Not until after the war did electric starting, which was developed for automobile use, become the rule for marine construction. However, it took but a few years for the public to demand it on practically every installation regardless of type or price. Before that time, starting the marine motor was a real problem. The old single-cylinder two-cycle motor was usually started by rocking the flywheel back and forth after squirting a liberal supply of raw gasoline into the cylinder through a pet-cock on the cylinder head. When the operator thought that the rocking had mixed up the gasoline and air sufficiently, a final effort turned the fly wheel up against compression. The spark, "make and break," would snap as the piston moved toward the head and, surprisingly enough, the motor would start in the opposite direction — that is, it usually did. Occasionally, it might start the way you didn't expect it to, particularly if your final effort were strong enough to throw the piston over the top dead center, and then your boat would go backwards at full speed. You will notice that we are assuming no clutch or reverse gear; these were seldom employed when two-cycle engines were used because these engines ran as well in one direction as they did in the other. Whichever way they started to run, they would keep on going. A clever operator could shut off the ignition, allow the motor to slow down, switch on the current again at just the right time and "reverse the motor on the spark."

Four-cycle motors, on the other hand, were equipped with a reverse gear and clutch, which in its essentials was practically the same as used today. Details as well as materials have been greatly improved but the marine clutch and reverse gear of the usual type has seen less development than most other details of boat installations.

Marine motor development depends upon so many factors so closely related, the one to the other, that it is difficult to pick out any one factor as more important than the others. But if I were forced to make a choice, I would select the increased compression used in modern engines and the improvement in the fuel which permits us to use high compression as being the chief factors which make possible the modern high powered, smooth running, efficient machine of today.

It seems impossible to believe that the average compression used in motors twenty-five and thirty years ago was about thirty to forty pounds per square inch. Such motors were most uneconomical; they ran smoothly, had no severe stresses on bearings or other parts, but were exceedingly heavy for their horse power output. Some of the motors today use compression as high as 130 pounds per square inch. This would have been utterly impossible with the fuel we had years ago, as that fuel would have pre-ignited, and thumping and knocking would have been tremendous.

Modern motor fuel is really a marvelous product. In 1912, when I was teaching in a technical college, I suggested that our students be given a rather complete course in internal combustion engines. Such engines then appeared to be established on a sound engineering basis and promised to become the important marine type of power and Diesel engines were being used to some extent in the large sizes. At that time I was told by the gentleman in authority that he had "investigated the oil situation and that the petroleum wells would be exhausted by 1916." That the oil industry has been able to give us a marvelously improved motor fuel, both for Diesel and gasoline engines, even in the face of an enormously increased consumption and without any great increase in price, is one of the wonders of modern industry.

High compression, which of course produces high pressures on the pistons, means greatly increased bearing pressures. This, again, has made a study of bearing materials and bearing proportions necessary. The old engines to which I have referred in the Show of thirty years ago were practically all fitted with babbitted bearings — bearings of ordinary babbitt poured around the crankshafts and crankpins into the bearing boxes prepared for them. This material is quite soft and was satisfactory only when pressures were kept low. It was a relic of steam engine days. The engines were designed so that, when a bearing burned out, a skillful mechanic could melt a little babbitt in a ladle and put in a new bearing without taking an engine out of a boat. The fetish of so building an engine that major repairs could be made without taking the engine out of the boat was one before which everybody bowed. Many years elapsed before it was found that to make decent repairs necessitated removal of the engine from the boat except in larger yachts and ships where engine room space was available in which to carry on work.

Associated with these bearings is the problem of lubrication. This has gone through many stages. The simple single- and double-cylinder two-cycle motors were usually fitted with grease cups to lubricate the main bearings. These grease cups had to be turned down while the engine was running, had to be refilled from time to time, either fed too much or too little grease and

Complete Line of New Engines

New 4-cylinder
Model 4-58—Displacement 134 cu. in. Develops 58 H.P. at 3400 R.P.M. Direct Drive $415*. With Reduction Gear $512*

Two "Sixes"
Model 6-85—Displ. 210 cu. in. Develops 85 H.P. Direct Drive $495*. With Reduction Gear $680*.
Model 6-105, Displ. 223 cu. in. Develops 105 H.P. Direct Drive $595*. With Reduction Gear $755*.

Racing "Six"
Model 6-175. World's Champion 223 cu. in. Racing Engine. For Class E Runabouts and "225" Class Hydroplanes. Delivers 175 H.P. at 5000 R.P.M. Price $699*.

New 8-cylinder
Model 8-125. Displ. 291 cu. in. Develops 125 H.P. at 3400 R.P.M. Direct Drive $850*. With Reduction Gear $1020*.

Powerful "Eight"
Model 8-165. Displacement 420 cu. in. Develops 165 H.P. at 3400 R.P.M. Direct Drive $1195*. With Reduction Gear $1365*.

*All prices f.o.b. factory

Custom "Twelves"
Model 12-325. A de luxe power plant for the finest boats. 4¾" x 4¾". Displ. 1010 cu. in. 325 H. P. Direct Drive $3590*. Also available with Reduction Gear. Write for details of new 12-375, to be announced later.

LYCOMING
Marine Engines

For 1937 Lycoming offers a completely revised and improved new line of Marine Engines that brings to each class of boats the same standards of marine power excellence that have made the Lycoming Racing "Six" the World's Champion. The amazing records achieved by this Lycoming 223 cu. in. engine in 1935 and 1936, have thrilled the whole motor boat world.

The new line of Lycoming Marine Engines offers quality engineering and construction, dependability, efficiency, operating economy and sparkling performance to a greater degree than ever before. There are now 21 Lycoming models in 4, 6, 8 and 12-cylinder Marine Engines, both direct drive and reduction gear, meeting practically every possible requirement for new boats and replacement purposes. Each Lycoming engine offers the greatest possible value in its power and price class. Write for detailed literature.

UNUSUAL DISTRIBUTOR OPPORTUNITY

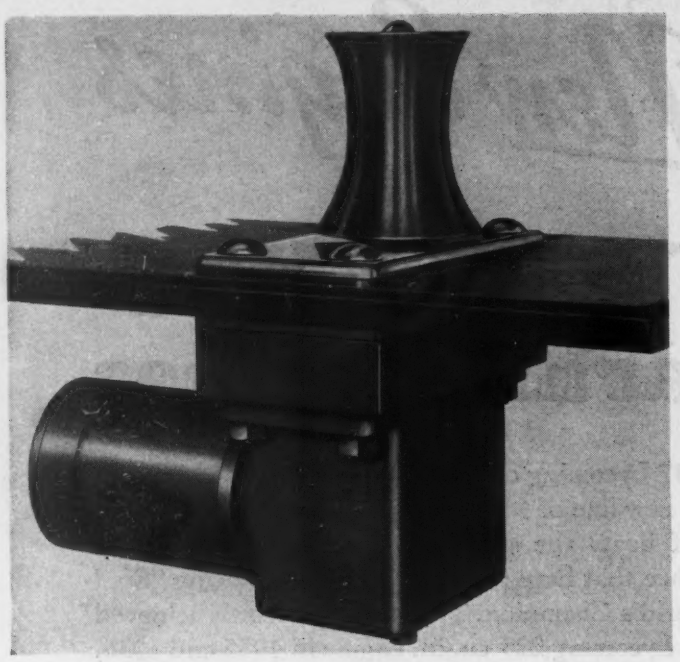
Engine Distributors: write for details of Lycoming's attractive plan for sales and service representatives in territories still open. For the twelve months of 1936, the dollar sales volume of Lycoming Marine Engines sold was 144% greater than in the corresponding period of 1935. Lycoming's completely new line offers still greater sales and profit possibilities.

LYCOMING MANUFACTURING COMPANY
WILLIAMSPORT, PENNA.

Lycoming Marine Engines completely equipped with an attractive instrument panel, sump pump and set of tools. All engines available in right and left hand rotation. Rubber mountings available as extra equipment.

35 to 750 Horse Power

Anchors Aweigh—the Ideal Way

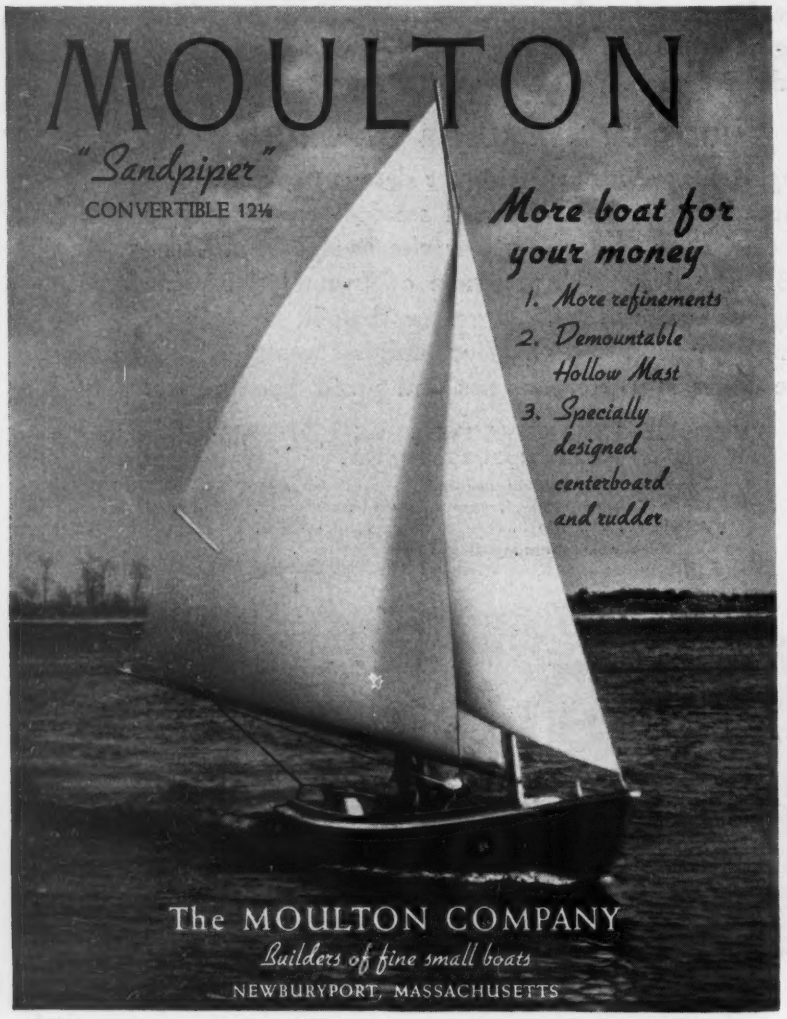


A new Electric Capstan which — Weighs only 50 lbs. Operates on 12 or 32 volts. Has low current consumption. Will handle up to 150 lb. anchor. Is adaptable for boat hoists. . . . **LOW PRICE.**

See it operate at Motor Boat Show, Booth 59—3rd floor

Send for descriptive folder

IDEAL WINDLASS CO., 148 State Street, Boston, Mass.



This model is easily convertible for use as a rowboat or with an outboard motor. See our exhibit at the Show, Block K.

were a relic of steam engine days. Cylinder walls had gravity sight feed oil cups. Crankpins were fitted with various dippers or rings supposed to gather oil. The crankpin lubrication was, of course, always a most ticklish point.

Four-cycle engines, on the other hand, were fitted with a remarkable and intricate mechanism known as a "multiple sight feed pressure oiling system." This nightmare was a tank, sometimes three feet long, on a multi-cylinder racing engine, and might have as many as 48 sight glasses each showing how many drops of oil per minute passed through that particular lead and 48 copper pipes leading from the device to different points on the engine. The whole affair looked as if one had thrown a mess of copper-colored spaghetti over and around the motor. It took longer to take off the sight feed oiler and its tubes than to take down the engine itself. However, that atrocity soon passed out of use although the makers fought valiantly against its obsolescence with such slogans as "where oil is needed, use new oil." The modern system of using a pressure pump to force the oil under pressure to all parts in far greater quantity than is needed, then to collect it and to use it over again, soon came into almost universal acceptance. This modern oiling system, together with the improvement in lubricating oil, is another reason why modern engines are rated and can be run at high speeds.

So far we have talked chiefly of the gasoline engine, how the modern engine has improved and how it has changed in compression, speed, and general design, but even thirty years ago oil motors were being used. Although not built in this country, marine Diesel motors of about 100 horse power were being used in Europe. By 1912, Russia had an immense Diesel engine fleet on the Volga River.

In this country, our early attempts to burn oil were different. Most of our devices consisted of a heated intake manifold in which we attempted to vaporize kerosene or light furnace oil by the application of exhaust heat or by injecting the oil into a hot bulb or retort. Engines of this character would run after a fashion but were smoky, dirty and inefficient.

For some reason, the idea of the Diesel motor has captured the imagination of the boating public. A motor which will run without a carburetor or an ignition system, which will burn furnace oil, which is most efficient, seems to the average man the last word in boat engines, and in the big powers he is quite correct. In the smaller sizes, the Diesel is still at a disadvantage compared to the gasoline engine. Replacing carburetors and ignition systems by an intricate and complicated system of fuel pumps and spray nozzles has not yet increased the reliability of the small engine. By small sizes, I mean engines of around twenty to thirty horse power. From 60 hp. up to 150 horse power, both Diesel and gasoline engine have equal merits. The real field of the Diesel is in the larger motor for powering the cruising yacht.

It is interesting, sometimes, to look back over the motors used in the famous racers of the past. Then it can be seen how the novelties and improvements introduced in the racing game gradually spread to the regular product used every day. The motor in the famous old *Dixie*, for instance, was a big "V" type eight-cylinder motor. "V" type motors today are far from uncommon but, as far as I know, this was the first "V" motor built in the United States.

In 1906 and 1907, the Gold Cup, then held by the Chippewa Yacht Club on the St. Lawrence River, was defended by a little boat, the *Chip II*. I couldn't refrain from thinking about this boat when I heard the Gold Cup Contest Board talk about supercharged two-cycle motors. *Chip II* had a two-cylinder two-cycle motor, 4 inches bore by 10 inches stroke, and these cylinders were charged with mixture by a big double-acting pump of 5 3/16 inches bore. She was the first "rule cheater" to race for the Gold Cup as the engine power at that time was measured only by the diameter of the cylinders.

Chip III, a successor of *Chip II*, defended the Gold Cup in 1908, but unsuccessfully. She had a pair of six-cylinder two-cycle engines. Her photograph shows what happens when the racing rules permit direct exhausts. The exhaust from each cylinder was carried directly into the air through a pipe about six feet high. These twelve exhaust pipes on *Chip III* gave her a most peculiar pipe organ appearance.

Notre Dame, owned by Herbert Mendelsohn, of Detroit, has been one of the star performers of the last few years. She is powered with a 24-cylinder Dusenberg motor. Originally built in 1926, it has taken about ten years to get this motor really going. In 1906, a 24-cylinder "V" type motor of 400 horse power was built in France and installed in a French racing boat, *Antoinette V*. These unusual motors of the older days are mentioned merely to show that development is never sudden but comes in a series of gradual stages or steps.

Where we shall go in the immediate future in our racing motors, such as those used in the Gold Cup and in the Harmsworth classes, I have no idea. In this country we are greatly handicapped by the lack of a suitable aviation motor which can be converted for marine work, as our aviation motors are of the radial air-cooled type. The Gold Cup regatta this year was far from

GAR WOOD *Presents*

A LARGER MORE BEAUTIFUL TROPHY FLEET

121 MAGNIFICENT CUSTOM-BUILT MODELS

AS LOW AS

$1095

Each the Quality Boat in its Class

One look at the new 1937 Gar Wood Trophy Fleet and you'll see that *Gar Wood builds better boats.* Of better materials! Stronger, structurally! More completely and luxuriously equipped! Definitely superior in performance! Built by a champion to perform like a champion! *Yet priced competitively!*

See the great, new 1937 Gar Wood Trophy Fleet of 121 custom-built models.

58 runabouts; largest runabout fleet in the industry; 16 to 33-foot; speeds up to 53 m.p.h.; $1095 to $10,850.

36 utilities; largest utility fleet in the industry; 18 to 24-foot; open and cabin type; $1145 to $4695.

27 magnificent cruisers; 26 and 32-foot; more spacious and comfortable than ever before; speeds up to 35 m.p.h.; $2995 to $11,900.

See the beautiful new Gar Wood Trophy Fleet now on display at your local Gar Wood merchant's and place your order at present price levels.

Dealers: Wire or write for facts on sales franchise.

GAR WOOD, INC.
201 River Road
Marysville, Michigan
Cable Address: GARWOOD

MARBLEHEAD
REG. U. S. PATENT OFFICE
ANTI-FOULING GREEN
BOTTOM PAINT

A Powerful Preventive of Marine Growth, Barnacles and Borers. Has no equal in warm and tropical waters as a protection against *destructive Teredos.*

EMERALD—LIGHT GREEN—CREAM WHITE
ALL FIRST CLASS DEALERS AND YACHT YARDS

John G. Alden — I have used your Marblehead Anti-Fouling Green Bottom Paint on my own schooners, Malabar I to X, and on my better grade yachts. It is most satisfactory both from a racing and cruising standpoint.

Belknap & Paine — We have specified Marblehead Green Bottom Paint for all wooden yachts from our design for a number of years past, to our entire satisfaction.

Burgess & Donaldson — Invaluable for racing and cruising.

Cox & Stevens — Used largely on vessels with which we have been connected, and has always given complete satisfaction.

Henry J. Gielow — As near 100% perfect as possible.

Pan-American Society of Tropical Research — We are convinced that this paint is of a very superior quality.

STEARNS-McKAY MFG. CO.
MARBLEHEAD, MASS., U. S. A.

Old Man Joe says:

2 Exclusive Features

1 Joes Gears drive direct through clutches instead of through locked pinion gears.

2 Joes Gears lock tightly to crank shaft instead of driving through loose splines

"These two vital and exclusive features

of Joes Reverse Gears convince the U. S. Navy and Coast Guard engineers as well as the majority of marine engine builders that direct driving and vibration dampening is indispensable."

Specialist in REVERSE AND REDUCTION GEARS, all engines for marine use.

Free, 1937 Vest Pocket "Rules of the Road." Visit our Booth No. 61

THE SNOW & PETRELLI MFG. CO.
21 FOX STREET, NEW HAVEN, CONN.

JOES GEARS

successful but the same boats which were entered for the Gold Cup, put on a marvelous race for the President's Cup at Washington later on, showing that, with ample time for preparation, our owners and mechanics can and have done something fine with the rather limited material at their command. It also shows that if the Gold Cup race next year is to be a real success, preparations for it should be under way now. In other words, owners cannot postpone making decisions about preparing boats until a few weeks before the race and expect success. That is the important conclusion to which one is forced after studying the history of racing during the past thirty years. Careful preparation with ample time for tuning and for the elimination of minor defects is the basic requirement of a successful racing engine.

The Motor Sailer

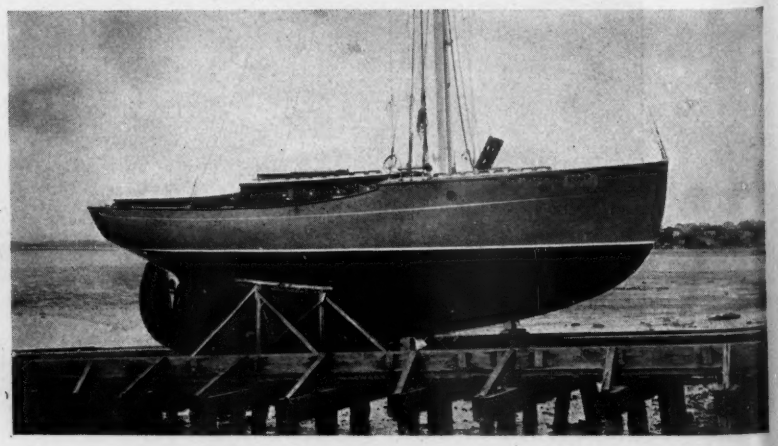
(Continued from page 64)

two and a half to three miles speed seven points from the wind, with one and a half points leeway in a 25-mile breeze. She was better on a broad reach, he said, and heeled only 15° in a strong breeze. She was "quite different," as the commentator said, having a deckhouse amidships like the latest type of the present day.

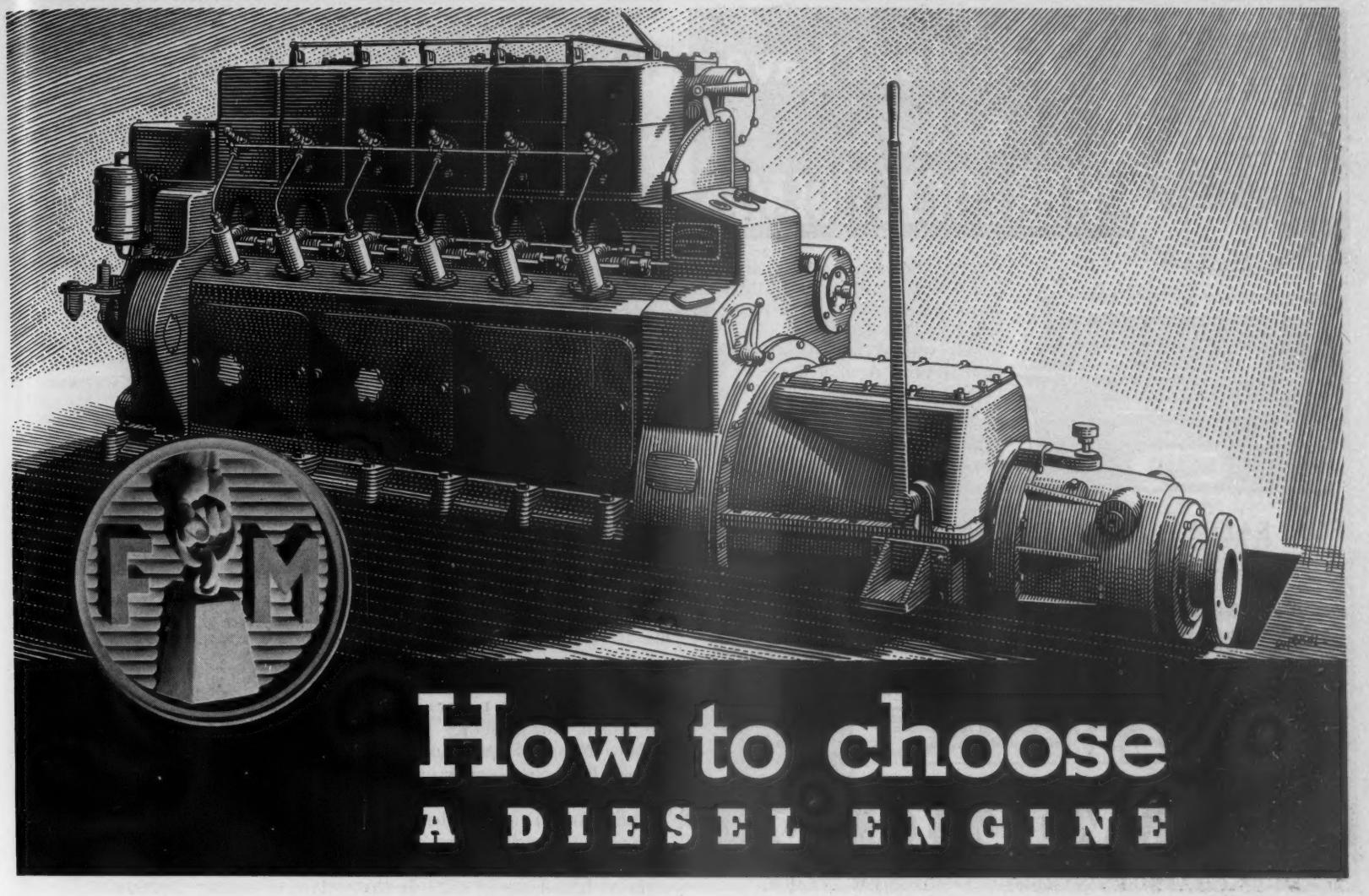
In 1920, Charles D. Mower designed one of the forerunners of the modern motor sailer for Dr. G. Bourne Farnsworth. *Rusuego,* as she was named, was 37 feet 3 inches in length over all, 32 feet on the water line, 11 feet 6 inches beam and 5 feet draft. As power plant, she carried a 4-cylinder 20–30 hp. Frisbie engine. Her sail area was 407 square feet. Her owner later sold her to a Captain Blanco, who cruised in her to the South Seas, finally selling her to the French in Tahiti. Blanco had renamed her *Evalu,* and as *Frigate,* she was lost a few months ago on Tetiaroa. The first *Cheerio,* built in 1923, was a duplicate. Another Mower design was published in 1923. This was for a boat 38 feet 9 inches over all, 31 feet 9 inches water line, 11 feet 9 inches beam and 4 feet draft. She had a 28–50 engine and carried 563 square feet of canvas. Her speed under power alone was 10 m.p.h. Commenting on her, YACHTING referred to her as "A type that is gaining in popularity every year as it combines power and sail to a very satisfactory degree and gives an unusual amount of accommodation for the over all length of the boat."

Also in 1923 there were published the plans of "A 50–50 Auxiliary" by Gordon Munro. She was 58 feet 5 inches in length over all, 50 feet 8 inches on the water line, 14 feet 2 inches beam and 4 feet 6 inches draft. She carried 1400 square feet of sail and had a 50–60 hp. engine installed. Amidships was a deckhouse with its floor a little below the level of her main deck. In 1924, Gordon Munro brought out *Jean,* a 40-footer of 11 feet 1 inch beam and 4 feet draft, with 540 square feet of sail. She was rigged with a gaff-headed main and a jib-headed mizzen and had a 4-cylinder, 4½ by 6 engine. Her designer called her a "50–50" when she came out and, though she could sail fairly well, she was really a sailing motor boat and lacked the ability of some of the later boats from the same designer's board.

The new type grew in public favor and 1927 saw *Water Witch,* a 46-foot motor ketch, built by William H. Hand, Jr., for his own use, and *Nor'Easter,* 59 feet over all, designed by him for Col. E. M. Chance. Both were successful boats and *Nor'Easter* made a number of long offshore cruises. Other designers tackled the problem and more boats of this type were built. They



The motor sailer "Harbinger," designed by Gordon Munro and built in 1930, is 35 feet in length over all, 10 feet beam and 5 feet 11 inches draft. Looking at her bottom, one can see that she will sail well



How to choose
A DIESEL ENGINE

Don't be bewildered by the problem of selecting one Diesel from the many that will be offered to you. The points on which to base your judgment are:

MANUFACTURER'S GENERAL EXPERIENCE. Fairbanks-Morse has been making Diesels since the turn of the century. Three million horsepower are in service every day.

MANUFACTURER'S MARINE EXPERIENCE. F-M Marine Diesels are not stationary types adapted to marine use. They are *marine* engines from bedplate up. They power thousands of craft in every service in every sea.

MANUFACTURER'S SERVICE. In nearly every major port of the world, Fairbanks-Morse marine engine men are at your service. You can place the entire responsibility for servicing on *one* organization, no matter in what waters you may course. This means careful, dependable service and workmanship.

BASIC DESIGN. F-M Marine Diesels are built for the sea — and are not hampered by automotive-type design which makes servicing troublesome. There are many types and sizes, each designed to do a specific job. You do not have to buy a "compromise" engine.

RATINGS. F-M Marine Diesels are conservatively rated. When you buy a given horsepower rating, you *get* that power on the shaft.

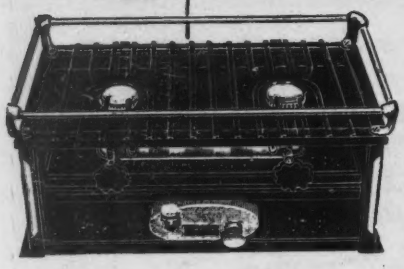
Before you buy *any* Marine Diesel, judge it by these five points. And — for your own satisfaction and protection — see *first* what Fairbanks-Morse has to offer for your craft. For full information ask for a copy of Bulletin D911. Fairbanks, Morse & Co., General Offices: Chicago. New York — Boston — Baltimore — New Orleans — Jacksonville — Dallas — Los Angeles — San Francisco — Portland, Oregon — Seattle. Branches with service stations in principal ports.

FAIRBANKS MORSE

POWER · PUMPING · AND WEIGHING EQUIPMENT

Diesels

You don't have to be a SHERLOCK HOLMES



TO understand why practically every stock boat builder in America selects WILLIS STOVES as Standard Equipment. This includes the WILLIS Bottled Gas, our Gravity Alcohol Stove or our NEW 1937 Pressure Alcohol Stove.

Either the Underwriters Lab. or the Bur. of Prev. of Explosions & Fires on Boats, approve all of the stoves mentioned above.

FOR SAFETY SAKE INSIST ON A WILLIS STOVE. *Prices are from* $15.00 up

For Best Results Use Wilco Hi-Heat Fuel

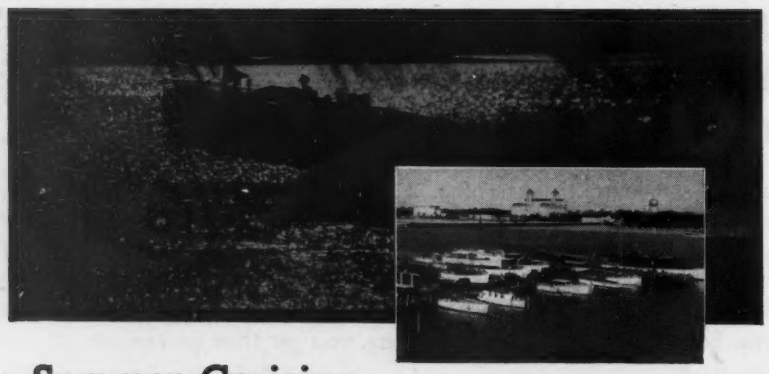
A highly Specialized Fuel developed by us for use with all alcohol type stoves. No odor when burning, but develops over 25% more heat than ordinary Alcohol. Try this Fuel and notice the difference.
Price in 1 gal. cans $1.10
Price in 5 gal. cans, per gallon 1.00

If you haven't a copy of our 285 page Catalog of Modern Boat Supplies, send 25c to cover mailing and handling

See us at the N. Y. or Chicago Motor Boat Show

The E·J·WILLIS CO.

91-93 CHAMBERS STREET NEW YORK



Summer Cruising *Thrills* all winter long!!

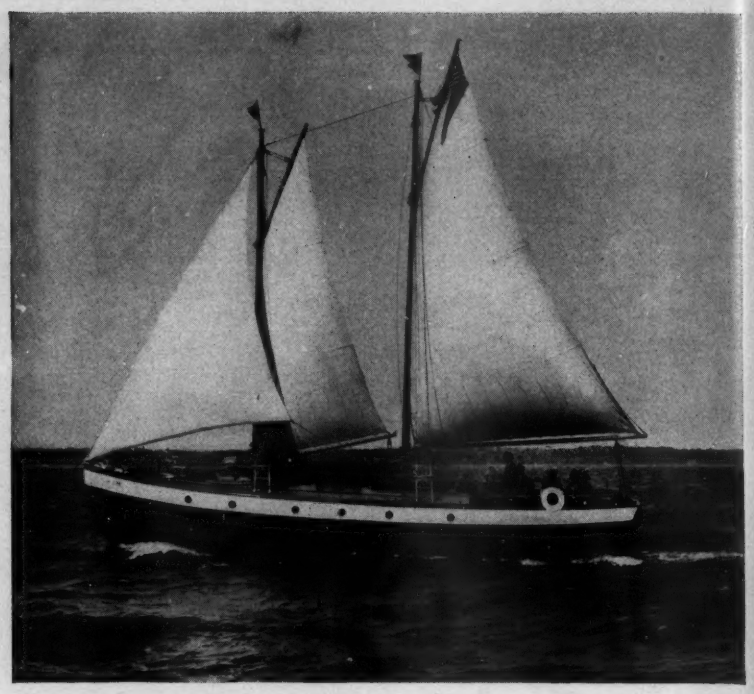
Avoid expensive dry storage—Bring your boat to West Palm Beach! This "home" city of 35,000 in Florida's "Gulf Stream" Tropics affords ample depth and docking facilities for every type of pleasure craft. Full program of races and regattas and a gay array of "shore" sports—Golf, Tennis, Surf Bathing, Polo, Riding, etc. Unrivalled game fishing in the "Sailfish Sector" of the Gulf Stream, 5 minutes from shore. Living costs are surprisingly moderate, and you'll be greeted and treated as a guest while here. Mail the coupon for details.

WASHINGTON'S BIRTHDAY REGATTA FEB. 20-22

THE CITY OF West Palm Beach FLORIDA

HARBOR DEPTH
DOCK SPACE
SPORTS
LIVING COSTS
RENTALS
BOOKLET

CHAMBER OF COMMERCE (4)
West Palm Beach, Florida
Please send full details on items checked at left.
NAME_____
ADDRESS_____
CITY_____ STATE_____



"Cheerio," designed by Charles D. Mower, is a duplicate of the same architect's "Rusuego" designed in 1920. She is a 37-footer of 11 feet 6 inches beam and 5 feet draft

were all good under power and some of them, for instance Munro's *Nancy R*, sailed surprisingly well. *Nancy R*, as one observer expressed it, looked like a motor cruiser with a tall Marconi rig, but she was designed to sail and took second place in her class in the New London-Gibson Island race of 1929. In that event, her corrected time was better than that of five boats in the larger class with double her sail area.

Munro's *Harbinger*, built in 1930, is a 35-footer of 10 feet beam and 5 feet draft with 680 square feet of sail. She is an improved *Nancy R* and has a good "S" midship section and lines which allow her to develop her speed under either power or sail. Her forefoot is fairly deep and she has plenty of lateral plane.

Today there are a number of boats with small rigs and good power. Most of them can sail well in a breeze, relying on the engine when the wind is light. Below water, the best ones seem to be more like sailing craft than motor boats but above water they are of all kinds. Some have long ends, some have plumb stems and square sterns, some are double-enders. All, however, have easy fore and aft lines and considerable lateral plane and rather heavy displacement, much more displacement than a motor boat of the same length. They are well ballasted, though not as heavily as an out and out windjammer would be.

Usually there is a house or, at least, a deck shelter amidships and a roomy cockpit aft. Sometimes there is a raised deck forward. Below decks, there is generally plenty of room since the generous displacement allows a good deal of boat. The engine is almost always in a separate compartment, well insulated from the rest of the boat and, in the latest models, soundproofed. Nowadays the engine may be rubber-mounted, too. The fuel tank capacity is ample, as is the fresh water supply, and there is plenty of room for stowage of food supplies and ship's gear. Arrangement below, of course, depends on the requirements of the owner and the experience of the designer.

Following the modern trend, not much panelling is used in the cabin joinerwork, flat surfaces taking its place. We see no more "Ionic" columns with carved capitals and other "dirt catchers" but plain, tinted bulkheads with clean and simple lines. The finish below is generally in paint, with only enough hardwood trim to give a touch of color to the cabin. Such joinerwork is easy to care for and keep clean.

In service, the engine is used when the wind is light or when the course lies to windward. Sails are kept in their covers unless there is a decent breeze or they are needed for steadying the boat in a seaway. The mizzen of a ketch, hoisted and sheeted flat, will do wonders in converting the roll from the jerky switching of the motor boat to the long easy swing of the windjammer. Just sheet it flat and forget it unless the wind is dead ahead. In going to windward in a breeze, the engine may be used to help the sails and to allow the boat to point a bit higher than she would under sail alone and to "go where she looks." The rig is snug and well divided and there is no heavy hauling so that the boat may be handled by a small crew, no sail being large enough to need much man power to take care of it.

All in all, except for the dyed in the wool sailorman, the modern motor sailer offers an ideal combination of sail and power.

FOR COMFORT—SAFETY AND ENJOYMENT

NON-SKID FLOORS

Beautiful designs and harmonious tones for decks, cabins, and cockpits.

By means of

CORINCO CORK TILE

with Corinco Permanent Finish

Adopted as standard equipment on all 1937 Matthews Cruisers

NOISE ELIMINATION

◆

VIBRATION REDUCTION

◆

CABIN INSULATION

By means of

CORINCO MARINE CORKBOARD

Corinco Marine Corkboard and Corinco Cork Tile for decks have been developed after months of experimentation under rigid test conditions. They are now available for general marine use, and each piece is individually inspected and certified.

MARINE CORK

CORK INSULATION COMPANY, INC.

155 EAST 44th STREET NEW YORK, N. Y.

DISTINCTIVE YACHT FURNITURE

STREAMLINED SUITE

WE ARE SPECIALISTS IN THE MANUFACTURE OF CABIN AND DECK FURNITURE FOR THE BOAT

ANCHOR CHAIR

Among our installations are the Clyde Lines, New England S. S. Co., and many of the most luxurious yachts afloat, including "Hussar," "Grey Gull," "Aras," "Alder," "Lone Star," "Normada," "Talisman," "Yolanda," and "Winchester."

SELECT WICKER, INC.

Successors to

The Grand Central Wicker Shop, Inc.

217 East 42nd Street ✦ New York, N. Y.

TABOURET NO. 11

BEST CELLARS

are making room for this de luxe edition—6-year-old Kentucky Tavern—100 proof Straight Bourbon Whiskey—bottled in bond at the original distillery by the original distiller under United States Government supervision. Its popularity makes possible a price about level with four year old bonded whiskies.

The Month in Yachting

(Continued from page 85)

Newark, N. J., on the even hour, has an average error of less than a quarter of a second. The hourly pulse at the Naval Observatory in Washington is picked up by Western Union and transferred over a special telegraph line to a master clock in New York. This clock is kept in a vault and operates under uniform conditions of temperature, barometric pressure and humidity, being maintained at the same precise accuracy as are the Observatory clocks.

WOR has a special line wire from this clock to the automatic mechanism in the studio. The entire operation is mechanically controlled, no manual control being exercised by studio employes nor any by studio clocks. The small difference in time in the signals from WOR and from NAA is caused by the time necessary to operate the electrical relays which broadcast the signal.

\+ + +

1936 Records

THE following speed records were established by motor boats during the season of 1936 in runs over the measured mile:

Sweepstakes Class, 85.511 m.p.h. Set by *Betty V*, Melvin Crook, at Red Bank, N. J., August 24th.

225 Cubic Inch Class, 69.215 m.p.h. Set by *Miss Manteo*, H. A. Greef, at Washington, D. C., September 26th.

International 1½-Litre Class, 69.140 m.p.h. Set by Ernesto Carmagnani at Lake Maggiore, Italy, April 2nd.

Class K, Inboard Runabouts, 58.337 m.p.h. Set by Harry S. Eklof at Washington, D. C., September 26th.

Class I, Inboard Runabouts, 48.585 m.p.h. Set by David Gerli at Washington, D. C., September 26th.

Class F, Inboard Runabouts, 44.417 m.p.h. Set by David Gerli at Washington, D. C., September 26th.

Class E, Inboard Runabouts, 55.396 m.p.h. Set by *Hi Ho II*, George Ward, Jr., at Washington, D. C., September 26th.

Class C, Inboard Runabouts, 43.249 m.p.h. Set by *Joe Don*, Joseph E. Monigle, at Washington, D. C., September 26th.

Class X, Outboards, 74.340. Set by Jean Dupuy at Paris, France, April 20th. American record, 72.052. Set by Bedford Davie at Greenwood Lake, N. J., October 24th.

The following marks were made in competition:

National Sweepstakes, lap record (2½ miles), 65.589 m.p.h. Set by *Jay Dee*, Mrs. Maude Rutherfurd, at Red Bank, N. J., August 23rd. Heat record (15 miles), 63.114 m.p.h. Set by *Betty V*, Melvin Crook, at Red Bank, August 22nd.

225-Cubic-Inch Class, 57.877 m.p.h. Set by *La Cucuracha*, Philip Geis, at Red Bank, N. J., August 22nd.

135-Cubic-Inch Class, 46.753 m.p.h. Set by *Baby Pep*, Fred Hahn, at Red Bank, N. J., August 23rd.

91-Cubic-Inch Class, 40.053 m.p.h. Set by *Eagle*, Edison Hedges, at Washington, D.C., September 26th.

Class F, Inboard Runabouts, 38.054 m.p.h. Set by David Gerli, at Stone Harbor, N. J., September 5th.

Class E, Inboard Runabouts, 50.251. Set by *Hi Ho II*, George Ward, Jr., at Red Bank, N. J., August 23rd.

\+ + +

Elementary Navigation Offered

YACHTSMEN who wish to acquaint themselves with the elements of navigation, or merely to brush up their practice, may do so beginning January 5, 1937, at 8:00 p.m., a course sponsored by the Orienta Yacht Club, Mamaroneck, N. Y. This course is given under the auspices of the Stamford Squadron of the United States Power Squadrons, Inc., and classes will meet at the Bellows High School, Carrol Ave., Mamaroneck. Enrollees are cautioned that no one will be registered unless he has the prescribed text took, the cost of which is $2.00. Orders may be placed by mail with the secretary-treasurer of the club: Mr. Ira S. Pye, 269 Chatterton Pkwy., White Plains, N. Y.

\+ + +

Island Canoe and Yacht Club

AT a recent election of officers of the Island Canoe and Yacht Club of City Island, the following men were named: commodore, C. J. VanEyk, Jr.; vice commodore, Geo. Dvorak; rear commodore, A. Manzy; treasurer, N. Hefele, and secretary, Val Wenzel. Commodore, treasurer and secretary were reelected.

\+ + +

New Eight-Metre for Marblehead

ANOTHER newcomer to the growing fleet of Marblehead Eight-Metre yachts is a recent importation from Europe. Through the agency of Belknap & Paine, and E. Arthur Shuman, Jr., the Estlander "Eight" *Marianne III* has been purchased by Miss Nancy Leiter, of Washington, D. C., who formerly sailed the Herreshoff "S" boat, *Venture*, at Marblehead.

The new boat, which will be renamed *Venture*, arrived in the United States in December and will be ready for the opening of the racing season at Marblehead in June.

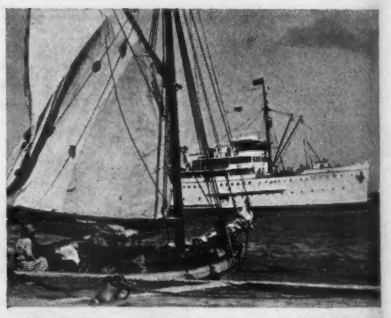
Clip this reminder!

•

Alfred Loomis' Ocean Racing is the one book which every yachtsman's library *must* have to be complete. It gives the whole story of the great blue water events from 1866 to 1935 in eleven thrilling chapters, with 32 pages of illustrations, roster of crews, etc.

$4.00

At any Bookstore or direct from the publishers, William Morrow & Co., 386 Fourth Ave., New York, N. Y.



SAIL TO BRITISH NASSAU

. . . overnight from Miami via the famous cruise ship New Northland. There's adventure ashore in the historic capital of the Treasure Islands, with extra holiday pleasures on this fine ship! 2, 3 and 4-day yachting cruises — deluxe Miami-Nassau passenger service.

CRUISE RATES FROM $25.50

round trip, including all meals and outside stateroom accommodations, using the ship as your harbour-front hotel in Nassau. Nightly dancing parties enroute and in port — unusual shipboard comforts. For rates, sailings and reservations, ask any travel agent or

CLARKE Steamship Co-Limited

319 E. Flagler St., Miami, Fla.
377 Fifth Avenue, New York
Dominion Sq. Bldg., Montreal

KENNEDY BROS., INC.

Publishers of

Yachting

announce for Spring publication the following books

S. Kip Farrington	ATLANTIC GAME FISHING *Illustrated by Lynn Bogue Hunt*	$7.50
Walter X. Brennan	ICE YACHTING — *Illustrated*	3.00
Herbert L. Stone	THE ABC OF BOAT SAILING — *Illustrated*	2.00
Ernest Ratsey	SAILS AND SAILMAKING — *Illustrated*	2.50

Yachting Handbook Series

Capt. Warwick M. Tompkins	INTRODUCTION TO NAVIGATION — *Illustrated*	1.50
Chas. H. Hall	SEAMANSHIP FOR YACHTSMEN	1.50

NOW READY

A PICTORIAL PRIMER OF YACHT RACING RULES AND TACTICS

By GORDON C. AYMAR

A book for the many yachtsmen, old and young, who may have lost victories because the rules and tactics were not clear to them. After reading this book and seeing each situation through the action photographs, the yachtsman will be in a position to understand the rules more clearly and apply them with greater confidence when afloat. Over 130 illustrations. Foreword by Philip J. Roosevelt, Pres., N. A. Y. R. U. $4.00

AMERICAN SAILING CRAFT

By HOWARD I. CHAPELLE

Author of The History of American Sailing Ships

Mr. Chapelle, recognized as one of the leading writers on sailing craft of all descriptions, offers a companion volume to his History of American Sailing Ships. This volume deals entirely with the early small craft from which the present-day yacht has been developed. Drawings by Charles G. Davis; plans and lines by the author. $4.00

SHIPS THAT HAVE MADE HISTORY

By GREGORY ROBINSON

If you love the sea and ships, here is a book you MUST have. The author, artist, writer and sailor presents a fresh view of the old ships of the 18th and earlier centuries. What have been considered "old tubs" by most people, are shown in this book to have been seaworthy and fairly speedy craft. Illustrated in color by the author. $3.75

R. Scot Skirving — WIRE SPLICING	*Illus.*	$1.00
Claud Worth — YACHT CRUISING	*Illus.*	7.50
Claud Worth — YACHT NAVIGATION AND VOYAGING	*Illus.*	4.50
E. G. Martin — DEEP WATER CRUISING	*Illus.*	2.50
W. W. Swan — NAUTICAL NUGGETS	*Illus.*	.75
A. W. Moffat — GALLEY GUIDE, *New Ed.*	*Illus.*	1.50
F. A. Fenger — THE CRUISE OF THE DIABLESSE	*Illus.*	2.50
G. Bradford — A GLOSSARY OF SEA TERMS		$3.00
C. F. McKivergan — FEDERAL MOTOR BOAT LAWS (*Revised*)		.25
S. L. Cluett — LOG BOOK		2.50
C. L. Spencer — KNOTS, SPLICES AND FANCY WORK	*Illus.*	2.50
N. L. Skene — ELEMENTS OF YACHT DESIGN *New Ed.*	*Illus.*	3.50
G. P. Ranken — BOAT SAILING FOR BEGINNERS	*Illus.*	1.25

In Course of Preparation

YACHTING HANDBOOKS

Edited by DWIGHT S. SIMPSON

There is a general feeling among those interested in yachting subjects that there is a need for a series of books on yachting which will be helpful to the professional and amateur as well as to the beginner. The editor of the YACHTING HANDBOOKS, Dwight S. Simpson, who is a very well-known yachtsman as well as a talented naval architect, has selected men of prominence in their respective fields to write these books. His intention is to give the reader the latest information on the various subjects in a concise and readable form. The information contained in the YACHTING HANDBOOKS will prove of great value to all who are interested in boating.

C. Sherman Hoyt.....SMALL BOAT RACING
Captain Warwick M. Tompkins.....COASTWISE PILOTING
Theron R. Kelley and Dwight S. Simpson
ENGINES FOR SMALL YACHTS
Dwight S. Simpson.....THE CRUISING YACHT
Dwight S. Simpson and F. M. McNary
MASTING AND RIGGING
Dwight S. Simpson.....SMALL BOATS

Price — $1.50 each

If the book in which you are interested is about the sea, sailing or seamanship we can procure it for you. (Our book display at the Motor Boat Show is in Booth No. 75.)

Book Department
205 EAST 42nd STREET

YACHTING
NEW YORK, N. Y.

Start the New Season with

REGATTA YACHT FINISHES

67 YEARS OF SERVICE IN PRESERVING ALL TYPES OF BOATS THE WORLD OVER

BOTTOM COMPOSITIONS

DECK PAINTS

FLAT, GLOSS and SEMI-GLOSS WHITE

GLOSS BOOTTOPPING

SPAR VARNISHES

LONG years of experience in successfully meeting marine paint problems is your assurance of genuine satisfaction when you use Regatta Yacht Finishes. These superior paints have an enviable record for long wearing, color retention and economy. Start this year to use Regatta Yacht Finishes.

BALTIMORE COPPER PAINT CO.

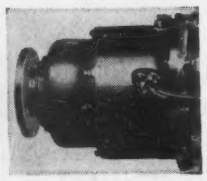
Oliver Reeder & Son, Inc., Proprietors

BALTIMORE, MD. **24 BRIDGE ST., N. Y. CITY**

FOR IMPROVED PERFORMANCE USE MORSE MARINE UNITS

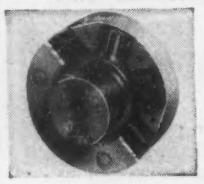
TRANSFER DRIVES

Performance-proven in principle, yet offering many new features. Ideal for runabout and cruiser engines up to 90 hp. in higher speed range. Load capacity of drive chain increased nearly 100%. Brackets for mounting on extension of engine bed sills. Water jacket connects with engine cooling system.



REDUCTION GEARS

New Morse built-in type reduction gears are accurately built. Gears are made of finest alloy steels, scientifically heat-treated, with teeth precision-cut for correct meshing, longer life and sustained quietness.



FLEXIBLE COUPLINGS FOR PROPELLER SHAFTS

Thousands of boat owners now enjoy the advantages of rubber insulation of power plant, complete only when Morse Flexible Couplings for propeller shafts are used.

Ask Your Dealer or Write Direct

Get complete Engineering details on these performance-proven Morse products. Ask your dealer, or write us direct for specifications and prices. Please give us your dealer's name when you write.

MORSE

CHAIN COMPANY, *Marine Division*

DETROIT, MICHIGAN

Division of Borg-Warner Corporation

PERFORMANCE PROVEN MARINE PRODUCTS

BOOKS FOR YACHTSMEN

The Story of Sail

By G. S. Laird Clowes

(*Henry Holt and Company, New York. $5.00*)

NATURALLY, the complete story of sail cannot be told, in any detail, in the compass of one hundred and fifty pages, but in this book the eminent author and his illustrator, Cecil G. Trew, have attempted no more than to touch the high spots, describing and picturing some of the various types of waterborne craft that have been built since the dawn of history. The introductory text sketches the story of the boat, beginning with the Mesopotamian double-ended boat of about 3500 B.C., propelled by paddles. The early Egyptian ship and some ancient small craft of curious forms, like the reed boat and the coracle, are shown and then examples of sailing craft, both ancient and modern. In each case, a drawing of the boat is faced by a page of descriptive text. The types chosen include such widely varying vessels as the Dutch flute, the Malay proa, the Arab dhow and a big four-master built in 1890.

The text is interesting and the author is well versed in his subject. He brings out many curious facts. He concludes that sails were first used in Egypt and the Eastern Mediterranean about 2500 B.C. and that it was at least another two thousand years before their use spread to Mesopotamia. The advantages of sails were understood in England before the advent of Julius Caesar.

He also tells us that the Malay sail a thousand years ago was reefed by rolling it around the boom, an early example of the modern roller reefing gear. Also, that early gaffs were standing and that the sail was furled to them, the gaff remaining aloft.

The jib did not come into use until about 1700 and the spritsail set below the bowsprit lasted a considerable time after the introduction of the jib. Indeed, the spritsail yard survived for nearly a century after the sail was obsolete.

Some of the early galleons had four masts, though the fourth mast disappeared about 1618 and did not reappear in any considerable number of vessels until 1875.

The yachting section sketches the development of the yacht from the Dutch craft of 1604 to those of the present. In the limited space it is impossible to do more than to mention a few of the more noted yachts and to outline their development in the briefest manner.

\+ + +

Clipper Ships of America and Great Britain

By Helen La Grange

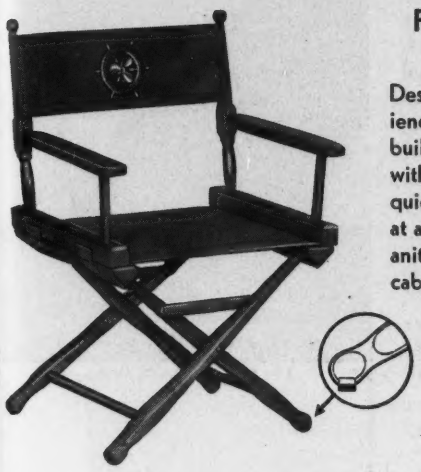
(*G. P. Putnam's Sons, New York. $6.00*)

IN AN introduction, the author sketches the history of shipbuilding in North America from colonial times on to the opening of the Suez Canal, which set a period to the days of the China clipper. She then takes up the Baltimore Clippers, beginning with the *Ann McKim*, and goes on through the roster of famous ships such as the *Rainbow*, *Sea Witch*, *Oriental*, *Flying Cloud* and on to the *Great Republic*. Clipper packets are described, such as the *Dreadnought*, and the swift vessels that covered the long course between England and Australia.

The story of the British tea clippers is told, with yarns of the *Stornaway*, *Chrysolite*, *Taeping*, *Ariel*, *Thermopylae* and *Cutty Sark*.

Appendices give some technical details and a brief glossary, also a short bibliography. The end papers show small track charts of a number of record voyages. There are thirty-seven wood engravings in full color by Jacques La Grange and a number of plans.

CRUISING COMFORT



FOLDING YACHT CHAIR
No. 35Y

Designed to give comfort and convenience either "aboard or ashore." Sturdily built of selected air-dried hardwood — with solid brass hardware fittings. Folds quickly, compactly for storage — ready at a moment's notice. Finished in mahoganitone and khaki covers. Suitable for cabin, deck, cockpit or bridge.

Rubber cushioned feet can't slip or mar deck.

THE PILOT SEAT
No. 138

Ideal for use at the wheel. The seat is 31" high and can be readily shortened by owner if desired. Sturdily constructed with high grade mahoganitone woodwork and cadmium plated hardware. Rubber cushioned feet. Folds compactly for easy stowage. Write for catalog of yacht, clubhouse and lawn furniture.

GOLD MEDAL FOLDING FURNITURE CO.
1713 Packard Ave., Racine, Wis.
New York Office: 206 Lexington Ave.

"GOLD MEDAL"
TRADE MARK REG. U. S. PAT. OFF.
Folding Furniture

The WORLD'S LARGEST MANUFACTURER OF ITS KIND!

As always... Perko sets the pace!

Introducing New Items to the BOATMAN...

Ever since 1917 Perkins have held a leading place in the field and are always keeping abreast creating new items. Perko Quality costs no more, so why not get the best. Look for the name "PERKO" stamped on every item.
FREE
General PERKO Catalog to those connected in the industry. Boat owners and others send 25c to cover handling and postage.
BATTERY POLE LIGHT

PERKINS MARINE LAMP & HARDWARE CORP.
1944 PITKIN AVE., BROOKLYN, N. Y.
COMPLETE LINE MARINE LAMPS-HARDWARE & SAIL BOAT EQUIPMENT

BURGER BOATS BEAUTIFUL

Builders of All Kinds of Sail and Power Craft

THE skill of the Burgers in designing and building fine boats, is a heritage handed down through three generations of master boat builders. BURGER-BUILT means to boat builders the country over, the last word in up-to-the minute, honest boat building.

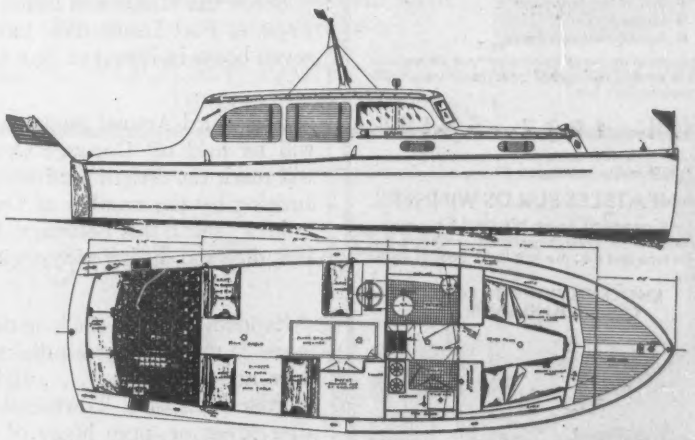
You will do well to INVESTIGATE the BURGER, before choosing YOUR boat.

NEW STANDARD BURGER LINE

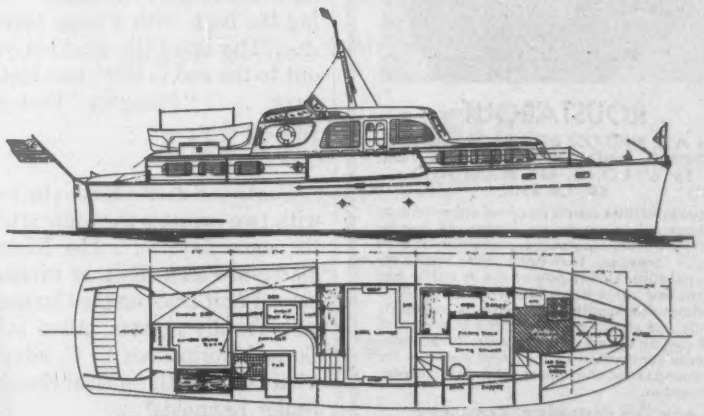
16′	SNIPE	28′	SEAFLOW
23′	STAR	33′	SAILBOY
23′	SAILETTE	34′	CRUISER
	46′ CRUISER		

Also makers of custom-built craft of both wood and steel construction (riveted or welded).

Complete equipment, including 75 ton marine railway, for repairing, servicing and storing boats.



BURGER "34" Standard Sedan Cabin Cruiser



BURGER "46" 1937 Standard Cruiser

Write for complete information on model you are interested in

BURGER BOAT COMPANY—*Founded 1856*
MANITOWOC, WISCONSIN, U.S.A.
Sectional Distributors:
Marine Garage Company, Door 102, Navy Pier, Chicago
Malcolm Ernst, Pres., A. L. Cronin, Secy.-Treas.

SKANEATELES
COMET

Here is an ideal 16' class racing and day sailing boat with active national class organization.

OUR 1937 COMET SETS NEW STANDARDS IN SAIL BOAT VALUES

CONSIDER THESE FEATURES:

- Double Planked bottom
- Mahogany Frames
- Bronze Fittings
- Double shrouds with spreaders
- Backstays with Highfield levers
- Curved cockpit sides and ends
- Forward spray coamings
- Salt Water fastenings
- Hinged tiller
- Racing sails and finish

These and many more guarantee you an exceptionally strong, leak proof boat that is very light and wonderfully fast.

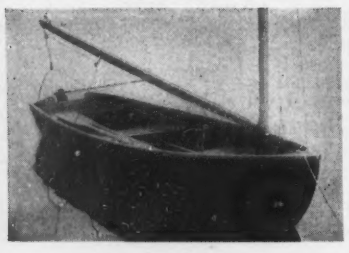
OUR 1937 SNIPE

is built with the same fine construction and similar high value features.

SKANEATELES BUILDS WINNERS

In both Comet and Snipe National Championship regattas in 1936 a Skaneateles Boat won the first race and was the first stock boat in each series.

KNOCK DOWN SETS FOR COMET AND SNIPE



ROUSTABOUT

AN ALL PURPOSE BOAT FOR SAILING, ROWING AND OUTBOARD MOTOR. 13' 6" LONG, 48" BEAM AND 80' OF SAIL

This rugged little craft is supplied either with or without sailing equipment. Under sail Roustabout is a live, responsive performer; stiff in squally breezes, seaworthy and absolutely non-sinkable. Under power she is stable and planes and banks like a larger runabout. As a rowboat she handles with ease; is extremely steady and serves every purpose that type of craft can be called upon to serve. A real boat soundly constructed of the finest materials for the young sailor, the hunter, fisherman, cottager and camper.

SEE ALL THREE MODELS AT THE SHOW

Or write for information, stating what model interests you

OTHER SKANEATELES MODELS INCLUDE 19' INTERLAKE SLOOP, STAR.

SKANEATELES

BOAT and CANOE CO., Inc.
founded 1893
Skaneateles, New York

Class X Dinghy News

THE Frostbite season is now in full swing, and the winter months which inaugurated modern dinghy sailing promise more activity than in any previous year. The Larchmont fleet of Class X boats got off to a fine start with fifteen entries sailing in the first regatta on November 1st.

The Larchmont dinghy committee is headed this year by that original Frostbiter and veteran ocean racer, Jack Dickerson. If the first few regattas are fair samples, the arrangements, facilities, courses and protest hearings are going to set an all-time high for excellence this season.

\+ + +

Essex wound up its fourth season of dinghy racing in a whirl of excitement. Walter Rowe won the season's championship and the dinghy shield, with Commodore Hervey Stockder second, and George Hart third. The Fall Series was won by that spry youngster, Cap Stan Wetherill, who then proceeded to clean up a record fleet of twenty-two Class X dinks for the Commodore George E. Roosevelt Trophy in the annual fall regatta. It was Sam's third victory in the four-year battle for this outstanding dinghy trophy, so he retired it. There are rumors of a new trophy to be offered soon. May it provide as much fun and sport as the one which Commodore Roosevelt so generously placed in competition four years ago.

\+ + +

There are some new faces in the class this winter, some familiar ones, and some not so familiar. Phil Patton sailed George Ratsey's *Tub IV* while George was abroad. Margery Bavier has brought out her father's *Flapper* for a taste of frostbiting. Francis Cole, of Hartford, and Al Stanford, of Essex, have bought new "X" boats. Ted Reynolds, of Larchmont, has bought Jack Matthews' boat, and named her *Junior*. Pete Turney, of New Rochelle, has bought Sam Wetherill's *Eaglet* (look out for him in a protest meeting). Sam took over *More Nonsense* from Pete Geddes — a fair sort of "dink," as she won the Roosevelt Trophy at Essex, though Sam claims she won't go at Larchmont.

\+ + +

Below the Mason and Dixon Line, Mrs. Willis D. Wood and Commodore Pape, of Fort Lauderdale, have bought new boats — which makes six or seven boats in Biscayne Bay and nearby waters.

\+ + +

The Third Annual Sunburn Regatta of the Biscayne Bay Yacht Club will be held off Coconut Grove beginning February 22nd, 1937. This will mark the fiftieth anniversary of the club, and big things are planned. Judging by the number of Damyankees who are planning to take their "dinks" south this February, Biscayne Bay will look something like Long Island Sound during race week.

\+ + +

Random notes on the long distance race from Middletown to Essex, distance 25 miles: Eighteen dinks struggling against light airs, no airs, head tides and mud flats. . . . Helen Hill emerging victorious by two boat lengths from Bob Townsend. . . . Cramps, sore muscles and bruises after seven or more hours of dinghy sailing with no intermission. . . . Dinks finishing in the dark off the Essex Yacht Club dock, with a searchlight marking the finish line. . . . Herb Betts' cruiser *Virginia* accompanying the fleet, with a large banner "rest room" taunting the participants. . . . The two little Sheldon youngsters, ages ten and twelve, sticking it out to the end in last place instead of taking a tow from Bob Smith's *Lady Luck*. . . . "Pluggety" Foster trying to look sylph-like in Walter Rowe's *Liza*.

\+ + +

Tacks and Jibes: Ed Jevlin being crowned the first and only Doub-Loon with two capsizes the same afternoon. . . . George Hart taking a ducking the same day. . . . The Kistner-Taylor annual wrestling championship match at Essex (Kistner winner). . . . Appearance of a lone Class A boat named *Lost Duck* on the Connecticut River. . . . Those bets on the Roosevelt Trophy regatta, Allen to Stanford and Hill; Erdman to Hill. . . . Cornell Corinthian Y. C. adopting Class X boats for its fleet. . . . And what odds on the special championship battle between Fireman Gest and Junior Reynolds?

\+ + +

It has recently become painfully evident to the committee that certain members of the class are abysmally ignorant of even the simplest of the racing rules, resulting in quite unnecessary fouls and protests. Why not read up on the rules a bit? The basic rules are fairly simple.

\+ + +

The etiquette of racing requires that a person who knowingly commits a foul shall drop out of a race. So, when a skipper is wrong and knows it, he should drop out — *immediately* and indicate the fact by sailing entirely clear of his competitors, so that the latter will no longer figure him in the race.

CLASS X COMMITTEE

Photo copyright M. Rosenfeld.

WM FULLER INC. SAILS

CITY ISLAND
NEW YORK CITY

Walker's
"EXCELSIOR" IV LOG
and
SPEED VARIATION INDICATOR

Here is a simple and reliable means of measuring changes of speed of 1/10 knot and obtaining "distance run." Price, ex Works: Log only £5.10.0; Speed Variation Indicator £12.10.9; with Log complete £17.14.0.

Write for particulars.

Of all Yacht Outfitters

See them at booth 69 at the New York Motor Boat Show

Thos. Walker & Son, Ltd.,
58, Oxford Street, Birmingham, Eng.
T.W

The "Joseph Conrad," famous square rigger, is at present being completely overhauled and refitted at our shipyard under the supervision of Sparkman and Stephens, Inc.

We maintain a complete organization for the building and repairing of yachts and commercial craft.

JAKOBSON AND PETERSON, INC.

Foot of 16th Ave. Brooklyn, N. Y.

YEAR after year we have put into the sea a large number of test panels painted with various types of under water paints including our own. We kept them there, month after month, watching them . . . testing out the protective properties of each.

This careful and scientific checkup has definitely established the fact that *"Woolsey"* and *"New Jersey"* Copper Paints give longer, more complete protection. The use of either one of these famous brands above or below water line assures you of complete paint satisfaction. Specify *"Woolsey"* or *"New Jersey"* Paints for your Spring repainting. *The sea itself has told us why they are best for you.*

Visit Booths 26 and 27 at The Motorboat Show

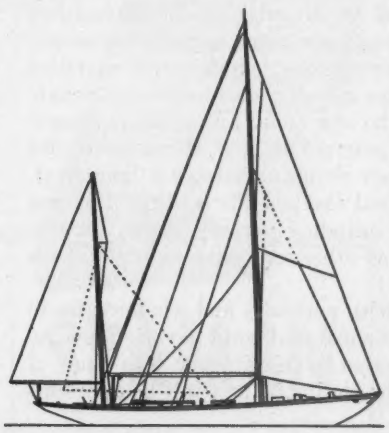
"THE PORT OF PAINTING AUTHORITY"

C. A. WOOLSEY PAINT & COLOR COMPANY

510 Grand Street, Jersey City, N. J.

WITH OVER 100 ILLUSTRATIONS

Covering instruments, preliminary sketches, lines drawing and expansions; construction and joiner details; sail plans and rigging details, etc.



YACHT DESIGNING and PLANNING

for YACHTSMEN STUDENTS AND AMATEURS

By HOWARD I. CHAPELLE

Here is the latest authority and guide — describing in detail tools, material and equipment, and covering specific problems relating to the preliminary design, the lines, construction and joiner plans, and sail plans, with full discussion and directions for the handling of the many problems involved.

Of very real importance is the chapter describing in detail the complete process of drawing the lines of a yacht as it is done in actual practice. A chapter is devoted to the contract between owner and builder, with a list of items that should be described in the specifications. Mr. Chapelle is the author of *The History of American Sailing Ships*, and a professional naval architect of wide recognition. His volume should be on the bookshelf of every yachtsman, student of naval architecture, amateur designer and model builder. 6⅛" x 9¼". 319 pages. $3.75

W. W. NORTON & CO., 70 Fifth Avenue, New York

NOTICE TO MARINE TRADE

Rajah SPARK PLUGS

Can now be had with Shells made of

EVERDUR METAL

(Strengthened Copper)

the last word in a marine plug

●

Be sure and stop at our new location — Booth 16

32nd Annual Motor Boat Show

THE RAJAH COMPANY

Established 1905

BLOOMFIELD • • NEW JERSEY

To Perpetuate Their Memory

He Installed a DEAGAN CARILLON

in the church they had attended

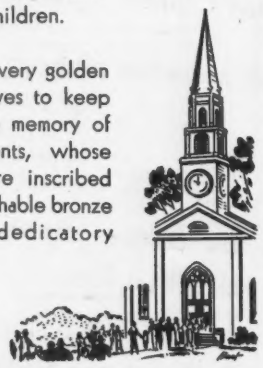
He was not himself an active church member — but his parents were . . . and in that thought he found the perfect answer to a difficult question — What type of Memorial will best serve its sacred purpose?

In the church his parents had attended he installed a Deagan Carillon, dedicated with impressive ceremonies one glorious Sunday morning.

Nothing he ever did, he tells us, has ever paid such rich returns in peace of mind and heartfelt satisfaction.

Today the entire community looks forward to the music of the Chimes. Clocks are set by its melodic time peal. Ageless hymns, played only as Carillons can play them, reawaken childhood memories in adults — and implant lifelong memories in children.

And every golden note serves to keep fresh the memory of his parents, whose names are inscribed in imperishable bronze on the dedicatory tablet.



J. C. DEAGAN, Inc.

362 Deagan Building, CHICAGO

Deagan Carillons are available for as little as $6000. We shall deem it a privilege to send you full particulars

Sportsmen's Show Dates Announced

ONE hundred exhibitors have signified a definite desire to show their products at the National Sportsmen's Show in Grand Central Palace, February 18th to 27th. Numerous innovations will mark this as one of the greatest sportsmen's shows ever presented to the public. Three floors instead of the two required last year will be in requisition, the displays including such divergent sporting features as wild life in Alaska and automobiles with camping bodies and sleeping facilities. Two-thirds of last year's exhibitors have asked for additional room.

This year there will be several more state and official exhibits, including those from New York, New Jersey, Maine, New Hampshire, New Brunswick and Nova Scotia. A newcomer will be Florida, and a few other states and Canadian provinces are also expected to enter the exhibit. Much that has hitherto been unseen in the metropolitan district will be on display, including a greater variety of tackle and sportsmen's clothing; sailboats will be there, outboard motors and gear; and last but not least among the important items, automobile cabin trailers of the types now sweeping the country.

Tony Aceppa of Cleveland, Ohio, national fly-casting champion for 1935, will be on hand afternoon and evening for the duration of the Show, giving exhibitions of his art. In addition, there will be a wide range of competitions which include fly and bait casting, archery, rifle contests, even canoe tilting and log rolling. Numerous other interesting features, both competitive and otherwise, are now being arranged by Campbell-Fairbanks Expositions, sponsors of this as well as of the Boston and Hartford Sportsmen's Shows.

\+ + +

Columbia Yacht Club Expands Facilities to Long Island Sound

EASTERN yachtsmen, friends of members of the Columbia Yacht Club, of New York City, will be interested in the news that this historic club is about to erect a new annex on City Island. Contract has recently been closed for property on which the new clubhouse annex and yacht landing will be built. Precise location of the addition is familiarly known to yachtsmen as "Vic" Anderson's Dock, at the northeastern tip of City Island. This spot at the western entrance to Long Island Sound, it is felt, will be readily accessible to members from New York, Long Island, Westchester and Connecticut.

The main clubhouse is now located at Riverdale-on-the-Hudson, at 247th Street, a point approximately seven miles from the projected annex. At the latter station there will be numerous slips, together with a landing float, launch and tender service, moorings and other aids to the yachtsman.

Designed by Dwight James Baum, the new annex and yacht landing is the first step in an elaborate expansion program for 1937, sponsored by the Columbia Yacht Club. The new annex design simulates a houseboat, decks being furnished in typical nautical fashion. Plans of the building show remarkably adequate quarters, including porches, decks, lounges and steward's quarters, locker rooms and other conveniences found at the main clubhouse.

It is to be done in gray and white with portholes and window-trim in attractive contrast. Painted rope will be a featured motif in various places, notably the windows, which will be bound in this manner. The name of the club will appear on the front of the clubhouse and will be appropriately lettered in rope-script.

For further decoration, life preservers painted blue, combined with other nautical equipment, will be used to create a yachting atmosphere. Strict attention will be accorded interiors, that the same effect may be obtained. Lounge furniture which recommends itself to the above purposes will be incorporated. In all, the new annex must conform with the character of the parent Columbia Yacht Club, this organization having prided itself for many years on the maintenance of fine quarters.

In point of fact, the club has always placed its facilities at the disposal of the Navy and other departments of the government. Foreign visitors of distinction arriving by water have frequently made the club their headquarters, as well as their point of landing and departure. The new expansion program which takes the club over to City Island augments an historical and colorful background which this famous old yachting institution has enjoyed.

Organized in 1867, the first home of the Columbia Yacht Club was at the foot of West 57th Street, then regarded as farther away from the city than Yonkers is at present, and said to be much more difficult to reach. At the time of the club's founding, that part of New York above 42nd Street was verdant farmland, abounding in woods and rail fences. It was the custom of a group of men interested in nautical matters to gather at a boat builder's workshop at the foot of West 49th Street, where talk of starting a boat club soon became prevalent.

When the clubhouse moved to West 86th Street, the location was con-

Get YOUR Biggest BIMINI MARLIN

The largest striped marlin, 426 lbs., on record at Bimini at close of 1936 season. Taken by S. Kip Farrington, of New York, on an Ashaway Line.

Go To It "LINE READY"

Make *your* biggest and best sea angling opportunities pay. Whether out for a big marlin, tarpon or sailfish — go "line ready" for success. Rig up with the Ashaway Original Cuttyhunk, the sea-angling line that's famous the world over for its *greater strength* and *longer* life. Holder of most world's records. Made of the best Irish linen obtainable. Every foot *hand laid* by expert *men* linemakers. Guaranteed wet test of 3 lbs. to each thread. Sizes and lengths to suit all rods, reels, fish.

Or the ZANE GREY

Named for and used by the popular author and great angling enthusiast, the Ashaway Zane Grey Line will give you the same best of service. Precisely like the Original Cuttyhunk in material and workmanship. Used by Zane Grey in setting many world's records.

Take your pick of these great lines for super service. Your dealer carries them. For information on lines suited for your use, including prices, please write to

ASHAWAY LINE & TWINE MFG. CO.
Box 716, Ashaway, Rhode Island

ASHAWAY FISHING LINES

The **PRINCESS** *and* **COTTAGE COLONY**

The largest hotel in Bermuda, and one of the world's best known, The Princess, during fifty years of a continuous management, has so selected its guests as always to ensure congenial associations. New modern buildings, including cottage suites, provide wide range of accommodations and rates.

For interesting booklet, and rates, consult your own travel agent or our New York office, 500 Fifth Avenue, or write or cable "Princess, Bermuda."

BERMUDA

As Important Equipment as Your Compass!

H. A. CALAHAN'S
EXPERT YACHT "LIBRARY"

LEARNING TO SAIL

For beginner or old-timer; crammed with information every owner should have. $2.50

LEARNING TO CRUISE

Detailed advice on how to stock for offshore or coastal cruise, and how to run the ship at sea or in harbor. $2.50

LEARNING TO RACE

The technique, rules, and special tricks which will enable any skipper to cut those vital seconds from his time. $3.50

(Set of three, boxed, $7.50)

For Powerboatmen, MOTOR BOATS, by William Atkin. Scheduled for early publication, probable price $3.00. Descriptive circular on request.

THE MACMILLAN COMPANY
60 Fifth Avenue New York

TIGHT AS A CLAM

The jacket that's making yachting history . . . blouse-shape, made of strong, hard-bitten sailcloth and waterproofed. Water *can not* get in at the collar and cuffs. Trousers of the same material are now available. At the low England-Bermuda tariff.

WHEN YOU COME TO BERMUDA:

TRIMINGHAMS'
RIGHT OPPOSITE THE SHIP

"The most worth while book on amateur seamanship I have ever read . . ." says *George Adams* of:

THE
AMATEUR SEAMAN
by H. S. "Skipper" Smith

This amateur seaman's "bible" treats many aspects of the rigging, handling and navigation of small vessels in a manner which presents new angles for the old hand, and at the same time offers a complete work-a-day manual for the prospective yacht owner.

An Essential Book for Every Yachtsman

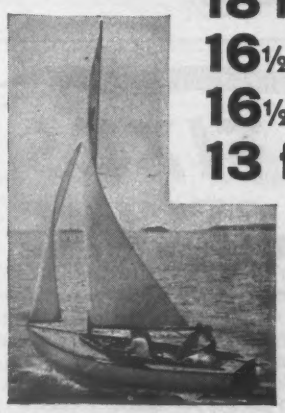
Illustrated with diagrams. 266 pages. $2.50

from your bookseller, or

DODGE PUBLISHING CO., 116 EAST 16th STREET, NEW YORK

"WINABOUTS"
Greatest Values in Sailboat History!

- STRONG—STURDY—SAFE
- HONESTLY BUILT—FINE CRAFTSMANSHIP
- CATALOGUE ON REQUEST



18 ft. WINABOUT Smooth Plank **$499.**
16½ ft. WINABOUT Lap Strake **$325.**
16½ ft. WINABOUT Smooth Plank **$349.**
13 ft. All Purpose Sloop Non-Sinkable **$129.**

These values are offered only by New England's Largest Marine Distributors.

Prices Will Advance
BUY AT THE SHOW
SHOW SPACE B-6-7

NEW ENGLAND MARINE CO.
305 CONGRESS STREET BOSTON, MASS.

OWENS 30 "*Two Stateroom*" SEDAN

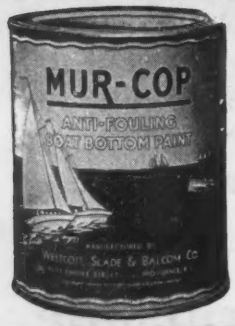
Yachtsmen will be particularly interested in the new features — spacious accommodations, strength of construction, modern engineering, speed and good looks — of this unrivalled 1937 model. Its quality and value challenges your comparison. A fine cruiser you can't afford to overlook. On display at New York Boat Show.

$1980
—
$2380

SEND TODAY
Catalog "30-M"
Unrivalled Cruisers by OWENS

OWENS YACHT COMPANY DUNDALK BALTIMORE, MD.

MUR-COP
FOR A CLEAN BOTTOM



For Protection Below the Waterline

NO BARNACLES
NO WORMS
NO GRASS
USE MUR-COP

WESTCOTT, SLADE & BALCOM CO.
PROVIDENCE RHODE ISLAND

SEARCHLIGHTS
All Sizes and All Types
SUITABLE FOR SMALL PLEASURE BOATS AND THE LARGEST SHIPS
Illustration shows our 10" low priced design
GREAT PENETRATING POWER
Catalog (I) Incandescent
Catalog (A) Arc
Catalog (F) Floodlights
THE CARLISLE & FINCH COMPANY
249 East Clifton Avenue
Cincinnati, Ohio

WOOD *in cans* FIXES DENTED STEMS

It is easy to repair dented stems with Plastic Wood—use any suitable tool to drive behind the stem band and bend it back to its proper place. Replace the resultant cavity with Plastic Wood. When dry, plane down to the surface desired. Plastic Wood is real wood in putty form. Sold at all ship chandlers, paint and hardware stores.

sidered so far uptown that many members thought the club would be ruined. The only way to go there by public conveyance "from the city" was by the Eighth Avenue car line and the old Broadway stage line which ran every fifteen minutes from Broadway and 31st Street. By the narrow margin of one vote, it was decided to make the move northward, and, to the astonishment of the opponents of the plan, the club continued to increase in strength and membership, and before long the city grew right up to, and beyond it. Members owning boats on Long Island Sound will find the new quarters at City Island far handier than the old, at the conclusion of a day's outing, or when they wish to entertain aboard their craft.

Officers of the club are as follows: commodore, John J. Raskob; vice-commodore, George S. Groves; rear-commodore, John M. Emery; secretary, John McKinley Wight; treasurer, Hugh Danzell; fleet captain, C. Randolph Runyon; and, fleet surgeon, Dr. Robert L. McCready. The trustees are: Dr. John A. Harris, Col. Charles O. Gunther, Oliver Harriman, Walter Gundlach, George MacDonald and Albert D. Phelps.

Membership of the Columbia Yacht Club includes B. M. Baruch, George W. Codrington, Col. Robert Guggenheim, John Coffe Hays, William R. Hearst, Anthony H. K. Fokker, William B. Leeds, Thomas Manville, Jr., Nicholas M. Schenck, Warren Smadbeck, Carter Tiffany, William K. Vanderbilt and Dr. Jerome P. Webster.

\+ + +

President's Cup Regatta Association Elects

THE following officers and directors were unanimously reelected for the year 1937, at the annual meeting of the President's Cup Regatta Association: President, John A. Ramon; vice president, R. Lyman Sexton; treasurer, Robert V. Fleming; and directors, J. A. Councilor and H. G. Hamlet.

The Corinthian Yacht Club and the Chesapeake and Potomac Power Boat Association will each appoint two directors in the near future. Thos. T. Keane and Thos. E. Lodge have been reappointed directors of the association by the Board of Commissioners of the District of Columbia to represent the civic and business interests of the city.

\+ + +

Inside Route Bulletin Issued

A NEW seven-page mimeographed bulletin describing the Intracoastal Waterway has been released for free distribution by Texaco Waterways Service.

The bulletin gives a condensed outline of conditions to be found along the entire length of the waterway from New York to Key West, Fla., and has been compiled from the latest available data furnished by the U. S. Army Engineer Offices along the Atlantic seaboard, and the New Jersey Board of Navigation and Commerce. Yachtsmen wishing copies of the bulletin may obtain them by communicating with Texaco Waterways Service, 135 East 42nd Street, New York City.

\+ + +

Chapman Joins Consolidated

ANNOUNCEMENT is made by Consolidated Shipbuilding Corporation, of Morris Heights, New York City, that John W. Chapman, well known yacht broker, is now associated with the corporation's sales division.

\+ + +

Chris-Craft to Adopt New Schedule

THE Chris-Craft Corporation will embark on a twelve-month continuous manufacturing schedule, it was announced recently by Jay W. Smith, president. Plans have been under way for some time, plant facilities have been enlarged and the usual seasonal purchases have been extended to permit production on a year-round basis, it was revealed.

The corporation also announced a complete line of new runabouts, utility boats and cruisers for 1937 and a fall delivery plan incorporating a 10 per cent reduction in all list prices to purchasers for fall delivery of boats.

In commenting on the corporation's new policy, Mr. Smith said: "Continuous production has been the aim of the industry for many years. It is a sound, economic principle with a three-fold purpose. It helps the worker, the builder, and the buyer.

"We have been working for many years towards this goal. We believe we have laid a solid foundation and that the growth of our business warrants taking this important step. During the last eight months, our sales of boats exceeded that of the entire year of 1936. Dollar volume for the eight-month period was 66 per cent greater than that of the corresponding period last year. Fall business on hand constitutes the largest bank of orders in the history of our company.

POULIOT

offers a new 1937 fifty-foot cruiser

SUPPLEMENTING our wide line of stock sail boats, which have met with such popular acclaim, we now offer a Twin-Screw Gas or Diesel powered, fifty by thirteen foot, enclosed deckhouse cruiser, with flying bridge controls optional.

SPECIAL FEATURES

Oak Framing	Honduras Trim
Mahogany Planking	Chrome Hardware
Teak Decks	Twin Rudders
Everdur Fastenings	Sound Proof Engine Room

Interior Layouts to suit your individual requirements. We can submit plans of suggested arrangements to sleep nine, with two toilets, shower, large galley and commodious crew's quarters.

Why not have a custom designed boat to include your own personal ideas, at a price comparable to the average stock cruiser, of similar size.

Write for Layout and Complete Details to

RUSSELL J. POULIOT, *Inc.*

9666 E. Jefferson Avenue **Detroit, Michigan**

BUILDERS OF STOCK SAILBOATS

11 ft. to 32 ft. **$312 to $5000**

RAILWAY DRY DOCK

Of 700 tons capacity just completed for the Fogal Boat Yard, Inc., Miami, Florida.

Note the vessel docked on even keel, the decked cradle facilitating repairs and its convenient relation with the adjoining yard.

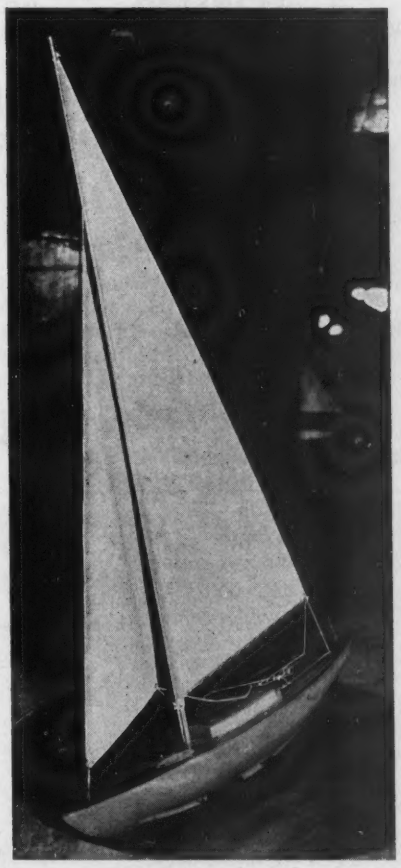
CRANDALL DRY DOCK ENGINEERS, Inc.

CAMBRIDGE, MASSACHUSETTS

Announcing

SCIENTIFIC ANALYSIS of SAIL RIGS

We are prepared to furnish, on a consulting engineering basis, expert wind tunnel technique for improvement of sail plans, streamlining of rigging, and improvement of steering balance for either new designs or yachts being re-rigged.



Model set on the turntable, ready for testing

Address inquiries to

E. BURKE WILFORD

Pennsylvania Aircraft Syndicate, Ltd.

Wilford Building **Philadelphia, Pa.**

small enough for 30 footers big enough for 70 footers

The new Homelite electric plants are the most shipshape units you ever saw. They're light — less than 100 pounds complete. They're compact — 18" high, 14" wide and 23" long. And they're *water-cooled* by a positive displacement pump.

Homelites meet the demands of any boat — large or small. They come in two sizes — 800 watt and 1250 watt capacities. They come with 32 and 110 voltages. 32 volt plant charges, 6 and 12 volt starting batteries and 32 volt lighting batteries.

Homelites are *safe*. Built-in gasoline engine has flame arresters and wire gauze covered drip pans. Flexible water-cooled exhaust is gas tight.

Homelites are low in cost — economical to run. They start from battery. They're rugged and dependable, quiet and vibration-proof — perfect sailors.

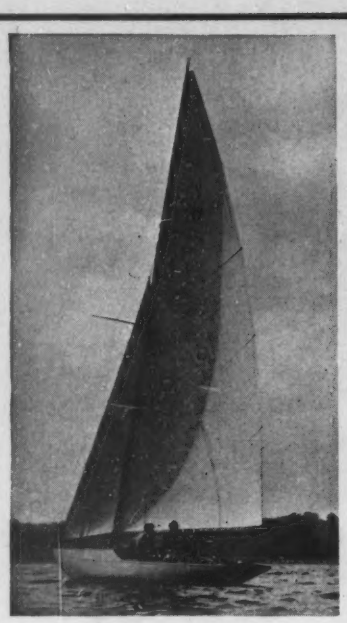
Also Available

Homelite, new design, 650 watt air-cooled electric plants, more compact, lighter in weight. Write.

Send for bulletin

HOMELITE CORPORATION

401 Riverdale Avenue, Port Chester, N. Y., U. S. A.



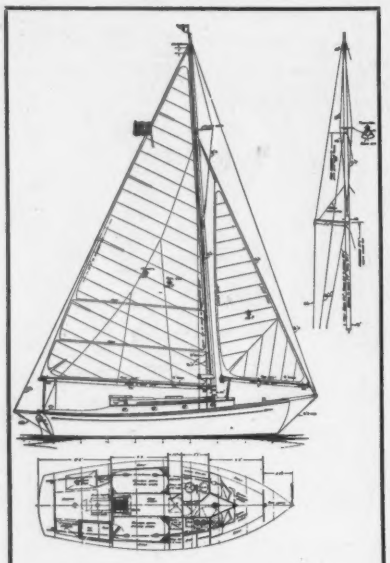
"CARRY ON"

Winner Victory Class
Larchmont Race Week, 1936

C. H. FERRIS, *Owner*
VICTOR ROMAGNA, *Skipper*

LOUIS J. LARSEN
YACHT SAILMAKER
50 Warren St., to 120 Chambers St.
New York

Sail Loft a City Block Long
Finest in America



FURNANS 29
AUXILIARY

29′ O.A., 10′ BEAM, 4′ 3″ DRAFT. Sleeps four, double stateroom, full 6′ headroom, 25 hp. motor.

Mahogany planked, Ever-Dur screw fastened. A real sea-going ship.

Order now for
Spring delivery

Furnans Yacht Agency, Inc.
P. O. No. 713
NEW BEDFORD, MASS.

Naval Architects *Yacht Brokers*

"Cost records show that, by continuous operation, we can make a further saving. This, we are passing along, in the form of a 10 per cent reduction from all list prices, to those who purchase their boats in the fall. With this extra incentive for fall delivery and an entire new line of boats embodying many innovations in design, styling, construction and equipment, we feel confident the results will justify our action.

"The tendency to purchase cruisers in the fall has been increasing yearly. There is nothing quite as effective as a summer of boating to bring one to the realization of what he wants in a new craft. Then, too, the new boats with their comfortable cabins, deckhouses, enclosed bridges and other modern conveniences have made boating a year 'round sport in many waters and extended the season to seven months even in northern waters.

"Time was when builders did not show new models until the New York Motor Boat Show. The rapid growth in yachting and the demand for new boats changed all this. Now the same models that we will display at the New York Motor Boat Show in January are being sold in September and worker, builder and buyer are all benefited by the change."

\+ + +

Winter Arrivals in Southern Florida

Name	*Length*	*Owner*	*Home Port*
Margaret	40′	J. P. Cook	New York City
Doreta	80′	D. F. Wheeler	New York City
Arcadia	188′	Mrs. H. R. Hardwick	Brookline, Mass.
Sylvia	191′	Logan Thompson	Charlevoix, Mich.
Azara	113′	Hugh M. Matheson	New London, Conn.
Elfreda	142′	H. B. H. Ripley	New York City
LaVerriere	54′	C. L. Colver	New York City
Debotha II	38′	Mr. Baumgardener	New York City
Friendship II	75′	S. M. Becker	New York City
Content	120′	Howard E. Spaulding	New York City
Mary C. Hackney	38′	Harry Hackney	Atlantic City, N. J.
Norene	35′	R. L. Beekman	Ft. Lauderdale, Fla.
Evelyn R II	125′	Laurence S. Ranger	Philadelphia
Absinthe	75′	Gustave G. Pernod	New York City
Ellenar	103′	C. J. Root	New York City
Water Gypsy	59′	F. T. Davidson	Oyster Bay, L. I., N. Y.
Alva	264′	W. K. Vanderbilt	New York City
Petrel II	62′	Gerald Butler	New York City
Pleiades	82′	J. Lester Parsons	New York City
Idunno	70′	H. D. Whitfield	Middleburg, Va.
Masquerader	85′	John Charles Thomas	Baltimore
Intrepid	40′	N. L. Reaume	Monroe, Mich.
Judy	38′	Louis Slattery	New York City
Aileen	28′	H. A. Johnson	Ontario, Canada
Maemere	110′	DeWitt Page	New York City
Bettsy L III	107′	Arthur I. Levin	New York City
Bidou	124′	Bruce Dodson	New York City
Mettamar	93′	Frances C. Griscom	Chicago
Vagabondia	222′	Wm. L. Mellon	New York City
Hazel Dell	38′	T. P. Thompson	Bradford, Pa.
Jane	72′	Alberto Santos	New York City
Americana	106′	John Messeck	New York City
Sweetheart II	60′	Gus C. Miller	Atlantic City, N. J.
Minoco	108′	Mills Brothers	Chicago
Dream Girl	102′	F. Eugene Dixon	Philadelphia
Nakhoda	235′	Mrs. Burtha M. Fisher	New York City
Indra	72′	Wm. McD. Pond	Boston
Sparkle	38′	J. P. Sparks	St. Louis
Maimiti	34′	Dr. Geo. C. Menninger	Mamaroneck, N. Y.
Wee Too	28′	Geo. H. Bridge, Jr.	Longwood, Fla.
Pegasus	119′	Clifford Hemphill	New York City
Paragon	140′	Chas. J. Davol	New London, Conn.
Sylvia III	45′	Samuel Bell III	New York City
Eagle Point	57′	H. M. Baruch	New York City
Riposo	46′	H. M. Baruch	New York City
Lanai	85′	Arthur Curtiss James	New York City
Nemo III	77′	H. Malchow	Atlanta, Ga.
Winchester	222′	Cornelius Vanderbilt	New York City
Athene	102′	Tay Garnett	Hollywood, Cal.
Half Moon	34′	James Roosevelt	New York City
J-4	32′	J. F. Welch	Westfield, N. Y.
Carolyn	98′	C. R. Dashiel	New York City
Silver King	75′	John A. Messeck	New York City
Blue Heaven II	55′	Wm. Trimpi	New York City
Buccaneer	165′	Leon Mandel	Chicago
Marybelle	112′	W. E. Ferguson	New York City

DYER DINKS

- 8-Foot DYER PRAM
- D 10-Foot ONE-DESIGN Class "D"
- 12-Foot JOLLY BOAT

Built by
THE ANCHORAGE, INC.
Providence, Rhode Island

Distributors

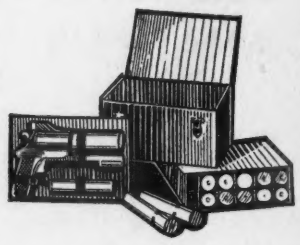
S. C. REGISTER
DYER DINK SALES CO.
231 Park Avenue, New York City

LEEDS MITCHELL, Jr.
155 East Superior, Chicago, Ill.

WIRTH MONROE
Coconut Grove, Miami, Fla.

W. W. SWAN
2 Lafayette St., New Rochelle, N. Y.
Special Representative

Aerial
MARINE FLARES



▶ This outfit discharges a parachute flare of great brilliance to a height of 250 feet for emergency signalling or illumination purposes.

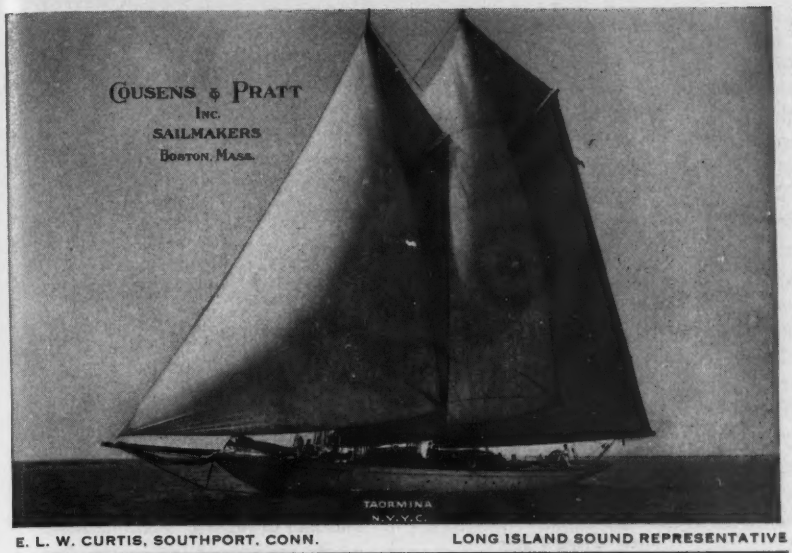
▶ An investment which pays real dividends in greater safety for your boat and those aboard.

Every boat cruising in open water should carry an

INTERNATIONAL SIGNAL OUTFIT

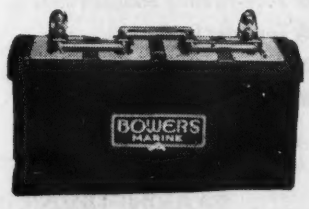
Descriptive folder on request

INTERNATIONAL FLARE SIGNAL CO.
Tippecanoe City, Ohio



E. L. W. CURTIS, SOUTHPORT, CONN. LONG ISLAND SOUND REPRESENTATIVE

Unfailing Service—



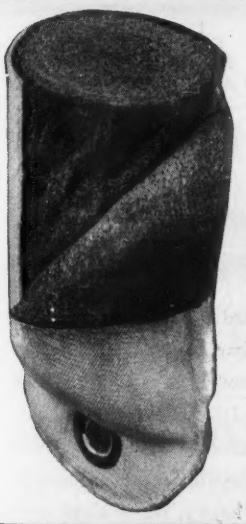
is the one thing you want most in a Marine Battery. The unfailing service of Bowers Batteries is the result of years of experience and engineering, plus a determination to give you the *best!*

See this dependable Marine Battery at the National Motor-boat Show

(EXHIBIT THIRD FLOOR)

BOWERS MARINE BATTERIES

BOWERS BATTERY MFG. CO. ▪ READING, PENNA.

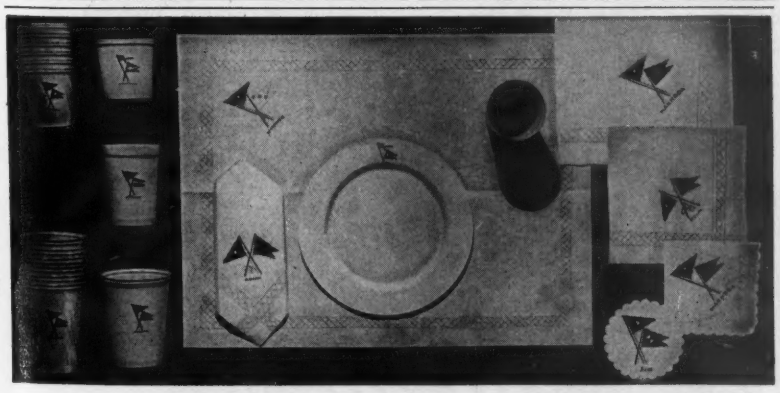


Now—2 Types of Wearpruf MARINE FENDERS

1. Kapok Filled
2. New Rubber Filled

Wearpruf Marine Fenders come in sizes to protect all boats...outboards to cruisers... used by thousands with great satisfaction ...see them at the Motor Boat Show...in the Mobiloil Marine Booth.

SOCONY-VACUUM OIL CO.
Incorporated



Paper plates, cups, napkins made to order with owner's flags in colors — they are in good taste and certainly a saving for breakfast, fishing trips and similar occasions when linen and china are not required.

Price List on Request

BRENNIG'S OWN, Inc. 501 FIFTH AVE. AT 42nd ST. NEW YORK

DAVIS OF SOLOMONS
MARYLAND

ESTABLISHED IN 1875

Skilled craftsmen produce Davis boats. Workmen whose fathers and grandfathers took pride in working for "Davis of Solomons," will build your boat.

FAMOUS YACHTS WE HAVE BUILT

Yacht	*Designer*	*Owner*
Manana	Charles Mower	Stanley H. Barrows
High Tide	John G. Alden	Eugene E. du Pont
Lord Jim	John G. Alden	Paul Nevin
Narada	Cox & Stevens, Inc. and Philip L. Rhodes	L. Corrin Strong
Aweigh	Sparkman & Stephens, Inc.	Lawrence M. Bailliere
Cheerio Too	Charles Mower	George H. Townsend
Kiboko	Sparkman & Stephens, Inc.	Clarence Postley
Diana	Sparkman & Stephens, Inc.	Langhorne Gibson
Orithia	Philip L. Rhodes	Haliburton Fales
Tejeria	Sparkman & Stephens, Inc.	Theodore G. Hoster
Sea Witch	Philip L. Rhodes	Albert G. Ober, Jr.
Ko-Asa	Gielow, Inc.	George Marshall Allen

You are cordially invited to inspect our facilities and workmanship. Just advise us by letter or wire and our car will pick you up at Washington or Baltimore and in two hours you will be in Solomons on Chesapeake Bay.

M. M. DAVIS & SON, INC.
SOLOMONS, MARYLAND
New York Office: 424 MADISON AVENUE

Do You Know

THAT

All of the winners of important races for the last four years were equipped with Kenyon Speedometers.

THAT

To meet the growing demand for Kenyon Speedometers and Logs, a new plant has been equipped at Huntington, Long Island.

THAT

Our fall sales have tripled and we will be forced to fill our orders in the rotation in which they are received.

Order your Kenyon Speedometer or Log now, from your dealer or from

Kenyon Instrument Co., Inc.
273 N. Y. Ave., Huntington, Long Island, N.Y.

The First Frostbite Race held in the Acushnet River

Mr. L. Edgar Smith and Major William Smyth will be at Hotel Lexington during the Boat Show and will be only too glad to be of service to you in picking out the new engine or deck equipment which should make your next year's cruise a pleasure.

Early reconditioning of the yacht will be more to your advantage this year than ever before.

If in need of a captain for the coming season, engage him now. Few will be available later on.

PEIRCE & KILBURN, INC.
FAIRHAVEN, MASSACHUSETTS

Manufacturers of
FINE YACHT SAILS

MARINE UPHOLSTERY

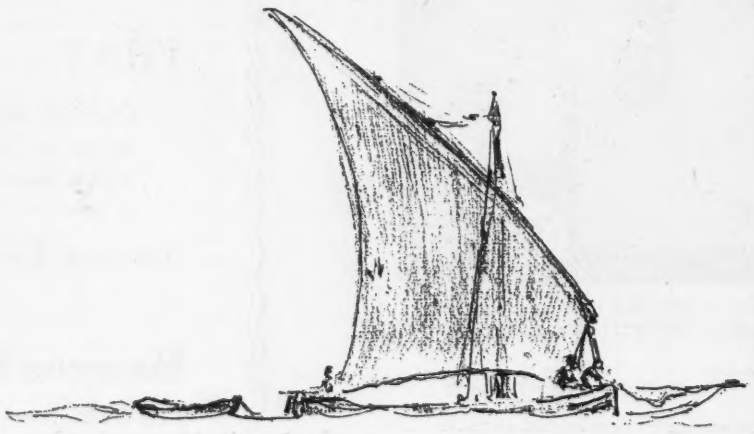
Specialists in
WIRE RIGGING

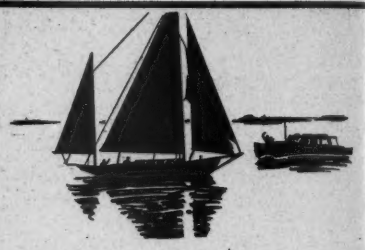
HATHAWAY & REISER
SAILMAKERS
Cos Cob, Greenwich, Conn.
Telephone: GREENWICH 2620

Name	*Length*	*Owner*	*Home Port*
Rene	235′	Alfred P. Sloan	New York City
Allure	53′	Robt. G. Lunceford	New York City
Susanne II	36′	Col. Fitzhugh Lee	Sarasota, Fla.
Dorella	75′	Wm. P. Allen	Wilmington, Del.
Freba	104′	Wm. S. Barstow	New York City
Gay Jane	86′	Herbert W. Warden	Philadelphia
Confusion	42′	Mrs. P. H. Strong	Rochester, N. Y.
Bonito	46′	Howard Bonbright	New York City
Orca	49′	Herman Gray	Palm Beach, Fla.
Windstark	49′	C. M. Robinson	St. Mary's City, Md.
Serene	70′	J. F. Trommer	Brooklyn, N. Y.
Sampit	74′	Ancell H. Ball	Long Island, N. Y.
Queen Anne	186′	A. D. Thayer	Gwynedd Valley, Pa.
Seaborn	182′	Richard F. Howe	New York City
Sabiha II	96′	Lucien H. Tyng	New York City
Ungava	83′	G. W. Strakes	New York City
Static	67′	Walter Craig	New York City
Myakka	41′	Honore Palmer	Sarasota, Fla.
Blue Jacket	60′	J. J. Haggerty	New York City
Northwind	123′	Charles Martin Clarke	New York City
Moana II	80′	John Wendell Anderson	New York City
Bismullah	38′	Geo. Trumbull	Detroit, Mich.
Parrot	48′	Bertram Work	Oyster Bay, L. I., N. Y.
Selarch	77′	Charles H. Oshei	Detroit
Ed-T-Na II	50′	A. E. Munyer	New London, Conn.
Pilgrim II	93′	Wm. M. Elkins	Essington, Pa.
Irwin	100′	Katherine Young	Fisher's Island, N. Y.
Tarpon II	46′	Amos Birdsall	New York City
Halaia	68′	Kenneth Taylor	New York City
Hijacker	40′	J. H. Amy	New York City
Aurelia	42′	A. Waring Newell	New York City
Bonito	50′	Hugh D. Auchinloss	Washington, D. C.
Athor II	65′	E. B. Byron	New York City
Montego	95′	E. P. Lawson	New York City

The following yachts stored in Florida have been put into commission:

Name	*Length*	*Owner*	*Home Port*
Atlantan	54′	Wm. M. Burdine	Miami
Evelyn A	70′	W. T. Sunday	Savannah, Ga.
Toxaway	46′	J. H. Nunnally	Atlanta, Ga.
Edorea II	46′	Henry O. Rea	New York City
Miss Margaret	30′	Dick Strickland	Miami, Fla.
Virago	98′	Geo. Goetz	New York City
Sea Miss	60′	Kenneth L. Taylor	New York City
Zenethia	85′	Richard K. LeBlond	Cincinnati
Jewell	38′	Tom Proctor	New York City
Sue J	40′	Jesse Jay	Miami
Muriel	32′	A. P. Boatwright	Key West, Fla.
Shiawassee III	105′	Calvin P. Bentley	Miami Beach, Fla.
D-One	35′	Col. Henry L. Doherty	New York City
D-Two	30′	Col. Henry L. Doherty	New York City
D-Three	35′	Col. Henry L. Doherty	New York City
Ida	32′	A. J. Ford	
Liberty	50′	Aubert J. Fay	Lowell, Mass.
Sis	42′	Carl Stedman Wheeler	Miami Beach, Fla.
Helasa	98′	Col. Daniel W. Rountree	Atlanta, Ga.
Walbri	46′	Walter O. Briggs	Detroit
Toots	32′	P. H. Strohmenger	New York City
Byronic	72′	Byron S. Miller	Miami Beach, Fla.
Saramia	78′	Keith Dunham	Miami Beach, Fla.





Keep her shipshape with
VIKING
MARINE PAINTS

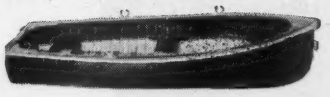
This line of superior yacht finishes, newly announced last season, has already won wide recognition for its excellence. Plan now to use VIKING Products to beautify and protect your boat. Write for circular and price list.

- Anti-Fouling Bottom Paints
- Topsides Paints
- Deck Paints
- Spar Paint and Varnishes

See Our Exhibit at N. Y. Motor Boat Show . . . Booth No. 13

MARINE DIVISION
OLIVER JOHNSON & CO. INC.
PROVIDENCE, R. I.

TENDERS HAVE TO BE
TOUGH



Use it hard and treat it rough . . . or let it hang on davits. It makes no difference to an Old Town Dinghy! It's built to take a beating. Reinforced for a heavy outboard. Sheathed against water or wind. A heavy, water-tight covering of canvas protects the wooden hull. Never shrinks or swells — in water or out. Never needs caulking.

There's an Old Town Dinghy for every yacht or cruiser. A size for every service. Write for a free catalog, illustrating many models including sailing dinghies. Also rowboats, canoes and a fleet of outboard boats. Write! Old Town Canoe Company, 361 Main St., Old Town, Maine.

"Old Town Boats"

MATTHEWS
RICHARDSON
KERMATH

Their ads in this issue tell the story and

BRUNS-KIMBALL SHOWS

these popular Boats and Engines

COME AND SEE 1937 MODELS HERE THIS MONTH

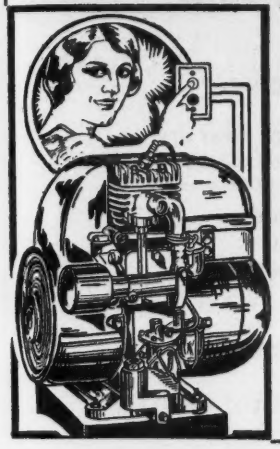
Interesting fleet of Boats and Engines now on display

Also Used Boats and Engines — Terms and Trades

BRUNS-KIMBALL & CO.

FIFTH AVENUE AT 15TH STREET NEW YORK, N. Y.

COMPLETE A.C. ELECTRIC PLANTS



ONAN ALTERNATING CURRENT ELECTRIC PLANTS for BOATS, CAMPS, COTTAGES and SUMMER HOMES or places where electricity is not otherwise available. Made in sizes 350 to 10,000 watts.

Ready to Operate

Run on gasoline and even the smallest size will operate Radio, Small Motors and Appliances. Models for larger summer estates, for standby equipment. Also 32-volt equipment to be used with storage batteries on CRUISERS, YACHTS, and for MARINE PURPOSES. *Write for details.*

D. W. ONAN & SONS

1440 Royalston Ave., Minneapolis, Minn.

DECK, SPAR and RIGGING FITTINGS

ROLLER REEFING GOOSENECKS AND OUTHAULS

BACKSTAY LEVERS AND OTHER UP-TO-THE-MINUTE GADGETS

New Catalog out in February — Send for Yours

MERRIMAN BROS., Inc. *Manufacturers*

185 AMORY STREET BOSTON, MASS.

SPACE 15 *at the Show*

A NEW DEVELOPMENT IN MARINE GLUES

of unusual interest to BOAT OWNERS and DEALERS

L. W. FERDINAND & CO., Inc.

599 ALBANY ST. BOSTON, MASS.

ACTION IN A 35-MILE BLOW

WRIGHT-BUILT BOAT CO.

DUNDEE, NEW YORK

presents the

"KOHINOOR"

(See it, block B-7, at the Show)

A NEW, MODERN, 2-YEAR-OLD ONE DESIGN

42 Boats now in use on Fresh and Salt Water

L.O.A. — 15′ 3″ — Sail Area 160 sq. ft.
Beam — 6′ 0″ — Marconi Sloop Rig
Depth — 2′ 3½″ — Copper and Everdur fastened
Draft — 0′ 6″; 4′ 6″ — Bronze fittings throughout

PRICE complete, f.o.b. factory

Standard — **$450.00** Deluxe — **$650.00**

A new Frost-bite Class, D-T, $225.00 Complete, delivered free for 300 miles

WRITE FOR INFORMATION

"WRIGHT-BUILT means BUILT RIGHT"

Also other Boats 9½ ft. to 18 ft. — **$195.00 to $1000**

Tiffany Motor Sailers 40 to 120 Ft.

Tiffany Shoal Draft Sailing Auxiliaries 26 to 120 Ft.

Order Now to Conserve Time and Cost

STANTON G. TIFFANY

DESIGNERS—CONSTRUCTORS—SURVEYORS—CONSULTANTS

15 WILLIAM STREET NEW YORK, N. Y.

HUBERT S. JOHNSON

BOAT AND ENGINE WORKS

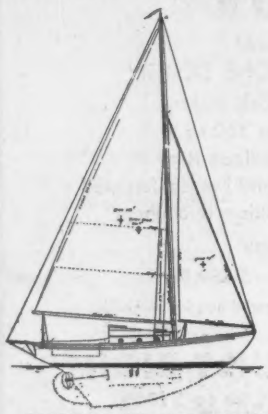
ESTABLISHED 1912

BAY HEAD NEW JERSEY

BUILDERS OF FINE YACHTS

AN EXPRESSION OF OUR PRODUCT WILL BE ON EXHIBITION AT THE NEW YORK MOTOR BOAT SHOW—SPACE K

THE CASEY 26′ AUXILIARY



We are offering this sturdy little boat to those who desire a small seaworthy boat that is well built and moderately priced.

Cabin to have two transom berths; if wanted, two extra swing berths can be had. Boat to be built sturdily, water tight cockpit, iron keel weighing from 2500–3000 lbs. She will make a fast, seaworthy, comfortable little cruiser. Can also be used as a one-design class.

L.O.A. 26′ 0″ Beam 8′ 6″ L.W.L. 19′ 6″
Draft 4′ 6″

Write for particulars

CASEY BOAT BUILDING CO.
Union Wharf Fairhaven, Mass.

CASEY BOATS ARE RARELY OFFERED FOR SALE—THEY SELL THEMSELVES

PENN YAN BOATS

44 models ranging from a thirty dollar dinghy to a thousand dollar runabout in both Composite and double planked All-Wood constructions meet all requirements and satisfy all preferences. 7 to 24 feet. High in quality - low in price.

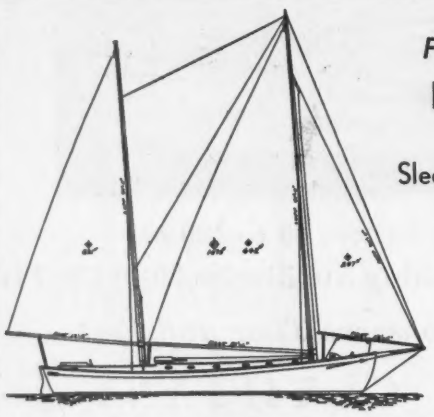
Always ready to use. No soaking or caulking ever needed. Give continuous service with no attention. Constantly improved thru a perpetual program of research and test.

Any product reflects the experience of the personnel and the equipment behind it. When you buy your boat get the benefit of Penn Yan's engineering organization and manufacturing facilities which are the finest in the world of small water craft.

If you like runabouts find out about the "TRANSPORT," the boat which is making its way by the force of its own excellence. Special boats for Sportsmen include 10 models of canoes. Sailing enthusiasts have 5 types from which to make a selection. The Penn Yan dinghies and outboards have long been world famous. . . . .

36 page Catalog FREE

PENN YAN BOATS
Incorporated
18th ST., PENN YAN, N. Y.



FOR EARLY DELIVERY

MOTORSAILER

43′ 0″ x 10′ 8″ x 3′ 6″

Sleep six, cool galley, engine room, fine deck, heavy construction.

★ ★ ★ ★ ★

Sail and Power Yachts
Hollow Spars
Expert Rigging
Modern Shop

RALPH H. WILEY, OXFORD, MARYLAND
YACHT DESIGN • CONSTRUCTION • SERVICE

Crew's Lament

Being an effort to assemble in quite imperfect anapæstic tetrameter the cryptic comments of those who have sailed with the author as crew

I ADMIT with no little reluctance
A weakness that I came to rue;
I accepted a chance invitation
To sail in a race as crew.

We raced in a Barnegat Sneakbox,
'Twas summer, on Barnegat Bay;
A pleasant diversion, a peaceful excursion
I thought — 'till we got under way.

The skipper I took for a gentleman
(He pretended to be, on shore),
But out in a boat, he was just such a bloke
As those hard-boiled captains of yore.

He forced me to sit way up for'ard,
My comfort he seemed to forget,
He knew how I felt, how the cold spray did pelt,
How chilly I was, and how wet.

Mad whistled the wind through the rigging,
It whistled through my rigging too,
The skipper sat high, in the stern where 'twas dry,
As for me — I was only the crew.

The first leg was eight miles to windward
With wind and the waves running high;
The skipper cared not how rough the sea got,
'Twixt him and the tempest was I.

The waves they were crested and breaking,
A new one each rod breasted we,
If you figure a bit, you'll find that we hit
Two thousand and five fifty-three.

Now remember, each wave of those thousands
Came splashing right over the deck,
In air started roaming when it hit the coaming,
Descended quite square down my neck.

A river was formed on my backbone,
I didn't have even a chance;
It flowed down and down (made me look like a clown)
And it gushed from the legs of my pants.

It was this caught the eye of the skipper,
This stream flowing into the boat,
"Man the pump!" hollered he, "And bail out that sea
If you care about keeping afloat."

So I started in pushing the plunger,
Persp'ration made wetter the wet,
The gallons of water I pumped as I ought'er;
I also pumped gallons of sweat.

Each time I'd get settled at pumping
Stretched out like a limb from a tree,
The skipper would shout: "Hard-a-lee! Come about!"
I could shift — or fall into the sea.

The skipper, the brute, did enjoy it,
At tiller, at sheet and at ease,
While I, up in front, took all of the brunt
Of the torrent of raging seas.

And believe me, when that race was over,
The skipper blew off with the cup!
For he, folks — *he* was the *Captain* —
He called *me* his "Crew" — the pup!

But never again will I weaken,
Ne'er more give myself cause to rue,
Accepting a chance invitation
To sail in a race as crew.

J. Ten Eyck Sheridan, M.D.